



COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

APPENDIX C: PUBLIC OUTREACH DOCUMENTATION



Comprehensive Trails System Master Plan
PUBLIC WORKSHOP SUMMARIES



City of
**West
Linn**

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Trails Plan Public Workshop

FEBRUARY 16, 2010 ♦ 7 P.M. – 9 P.M. ♦ CEDAROAK PRIMARY SCHOOL

FEBRUARY 22, 2010 ♦ 7 P.M. – 9 P.M. ♦ WILLAMETTE PRIMARY SCHOOL

FEBRUARY 24, 2010 ♦ 7 P.M. – 9 P.M. ♦ BOLTON PRIMARY SCHOOL

A G E N D A

- 7:00 p.m.* I. **Welcome & Introductions**
- 7:05 p.m.* II. **Project Overview**
 ○ Presentation
 ○ Q/A & Comments
- 7:30 p.m.* III. **West Linn's Trail System**
 ○ Discussion: User Needs
 ○ Discussion: System Elements
- 8:00 p.m.* IV. **Mapping Exercise**
 ○ Small Group System Maps
- 8:45 p.m.* V. **Group & Meeting Summary**
 ○ Mapping Group Summaries
 ○ Meeting Summary
- 8:55 p.m.* *Next Steps & Close*



City of
**West
Linn**

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Trails Plan Public Workshop

FEBRUARY 16, 2010 ♦ 7 P.M. – 9 P.M. ♦ CEDAROAK PRIMARY SCHOOL

WORK SHOP 1 - MEETING SUMMARY

On February 16th, 2010, the City of West Linn held the first of three public workshops at Cedaroak Primary School from 7pm-9pm. In total, 33 attendees signed-in at the workshop. The meeting allowed opportunities for the public to learn about the trails plan, and provide input on potential route locations, and identify opportunities and constraints for routes.

At the meeting, the consultant team MIG Inc. presented an overview of the planning process and the work done to date. The presentation was followed by a group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise that asked participants to indicate the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences.

Materials used for the meeting, including agenda and role cards are available on the project website (www.westlinntrailsplan.org) in the document library. The website trail map and comment page will soon include in the layer drop down menu the compiled map input provided at the workshop.

GROUP DISCUSSION

Issues

The following summarizes the different issues addressed by workshop participants during the first half of the meeting.

- Lighting
 - Annoyance
- Interconnectedness
 - Poor access/topography
 - Vertical connections
- Sidewalks (safety)
 - Inconsistent
 - Maintenance of existing trails
 - ↳ Especially the riverfront
 - ↳ Address existing issues - How do we afford it?
 - ↳ Operations and finance is key element
 - Existing rights of way not maintained
- Safe routes within one mile of schools

- Safe connections do not exist
- Hwy 43 is not pedestrian friendly
- Lack of road shoulders
- Safety needs to be a major priority
- The City's past politics are a hindrance to moving forward with the plan
- Bike issues
 - Topography
 - Potholes in the shoulders of roads
 - More kids on bikes
 - Lots of different biker types
 - Visibility at crossings
 - Tight streets
 - Need bike lanes
 - Public services get in path
 - Need designated mountain trails

Opportunities

The following summarizes the different opportunities addressed by workshop participants.

- Trails can provide access to nature
- Urban stairs
- Enhance R.O.W. we already have
- Connections to the neighborhood business districts
- Neighborhood connections
 - Between neighborhoods
 - At ends of cul-de-sacs
- Designated user experience
 - Defined by user type

MAP EXERCISE SUMMARY

Role Card Comments

Role cards asked participants to think about routes for various types of trail users. The cards were used as an option for stimulation discussion regarding users, trail types and connections that may be needed. The following provides a summary of written note card comments. The majority of information on routes, based on trail users was supplied as drawings on the maps. This information will soon be available as a drop-down menu on the website's 'trail map & comments' page - www.westlintrailsplan.org/TrailMap.php.

- Trail needs of a 5th Grader/Willamette Primary School:
 - Use/improve existing roads before paving additional trails.
- Trail needs of a retired older adult:

- Trail along the papermill – the new Willamette River Trail. End up at Bullseye & start at Police Dept.
- 2. Start at Walnut walk to High School, Camissa/Wilderness Park to Central Village.
- 3. Start at parking lot, take river trail and loop. Mary S. Young (take note: We would go on Cedar Island Trail but bridge has gaps and poorly designed).
- 4. Solar Hwy Trail to Oak Savannah Trail to coffee at 10th St. Albertsons Starbucks.
- Trail needs of a commuter biking to work within West Linn:
 - Identify a route/for groceries – Old Zupans.
 - Old river road has stairs up to Marylhurst but too muddy, narrow, steep for bike. Would have to carry.

Group Maps

Workshop participants grouped themselves into six groups for the interactive map exercise. The following summarizes trail alignments and comments made on each of the six group maps. The website trail map and comment page will soon include in the layer drop down menu a transcription of the comments drawn on the map.

GROUP #1

- Willamette River Greenway – it doesn't always have to be on the river
- Bad intersection NW corner Mary S. Young
- Robinwood Shopping Center connection to neighborhood
- Connection for kids north of Mary S. Young
- Map Comments:
 - Add utility easement as an overlay
 - There is a red dot on the map that is unknown

GROUP #2

- North connection Mary S. Young
- Tualatin River to Willamette River
- Savannah Oak connection
- Rating system for trail ID
- Map Comments
 - More off leash areas would be nice

GROUP 3#

- Server work along Willamette
- BRIDGE PARK – Kayak put in-pull out at Cedar Oak
- Development needed
- Robinwood connection
- Palomino look-out

GROUP #4

- Main arteries need to be improved significantly
- No need for new stuff/improve what we have
- Map Comments
 - Ideal Bike Route: Hwy 43 to Willamette Falls, to Johnson tie, to Stafford tie, to Rosemont back to 43, or Johnson to Stafford tie, to McVey down, to Hwy 43
 - All of these roads would have a safe bike path/lane
 - How many miles is that?

GROUP #5

- School to park scenario
- Pimlico alignment
- Trolley Trail
- North Bolton –Zig-zag not direct
- Map Comments
 - No Light At Pimlico

GROUP #6

- High School connections up the hill needed
- Access to shopping
- Corridor up hidden springs to new Middle Schools
- Arrange line – neighborhood trail



City of
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COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Trails Plan Public Workshop

FEBRUARY 22, 2010 ♦ 7 P.M. – 9 P.M. ♦ WILLAMETTE PRIMARY SCHOOL

WORK SHOP 2 - MEETING SUMMARY

On February 22nd, 2010, the City of West Linn held the second of three public workshops at Willamette Primary School from 7pm-9pm. In total, 33 attendees signed-in at the workshop. The meeting allowed opportunities for the public to learn about the trails plan, and provide input on potential route locations, and identify opportunities and constraints for routes.

At the meeting, the consultant team MIG Inc. presented an overview of the planning process and the work done to date. The presentation was followed by a group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise that asked participants to indicate the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences.

Materials used for the meeting, including agenda and role cards are available on the project website (www.westlinntrailsplan.org) in the document library. The website trail map and comment page will soon include in the layer drop down menu the compiled map input provided at the workshop.

GROUP DISCUSSION

Opportunities and Needs

The following summarizes the different opportunities and needs addressed by workshop participants.

- Pedestrians
 - Sidewalks
 - Destinations
 - Connections to business districts
 - Funding options for sidewalks
 - ↳ City of Tualatin
 - May not need 23 miles of connected trail
 - ↳ More discrete shorter segments
- Bicyclists
 - Need paved trails and connectivity for commuting
 - Bike lanes
- Oldsters

- Same needs as other users
- A balanced system and hierarchy of trails for different abilities
- Property owner sensitivity and minimize local impact
- Water trail
 - Water users
 - Access to water
- Streets
 - Connections with trails and opportunities
 - Treatment of crossings
- Sidewalks
 - Safe routes to school
 - ID missing links

Other Considerations

The following summarizes other considerations addressed by workshop participants.

- Criteria of prioritizing trails
- Allow users with access to trail system
 - Improve access
 - Allow "Eyes on the street"
- Goal 5 - Lands and treatment of sensitive lands
- Wildlife
 - Avoid impacts
- Industrial lands are an opportunity for trails
- Safety is a concern → Make public info available
- Destinations and trail system is a motive
 - Connects to schools
- There are economic and social benefits
- Consider impacts of vehicles and those driving to trailheads
- Appropriate scale/location of trails and facilities
- Treatment of existing trails and continuation of use into the future
- Locating trails where they have less impacts on surrounding uses
 - Sensitivity to residents
- Partnerships
 - Metro trails and connections surrounding region
- Navigable waterways
 - Tualatin River
- Paying for trails when sidewalks are needed – be more strategic with money
- Trails through private property are unwanted
- What is the cost?
 - Who will pay?
- What is the purpose of trails?
 - Economic benefits for city?

- Ultimately city's decision
- Consider river levels in locating trails

MAP EXERCISE SUMMARY

Role Card Comments

Role cards asked participants to think about routes for various types of trail users. The cards were used as an option for stimulation discussion regarding users, trail types and connections that may be needed. The following provides a summary of written note card comments. The majority of information on routes, based on trail users was supplied as drawings on the maps. This information will soon be available as a drop-down menu on the website's 'trail map & comments' page - www.westlinntrailsplan.org/TrailMap.php.

GROUP A

- Trail needs of a retired older adult:
 - Would like a trail along the Willamette River from Fields Bridge Park to West Bridge Park.
- Trail needs of a recreational bicyclist:
 - A little too dangerous for recreational cycling – all bikers run in large packs.
- Trail needs of a 5th grader/Willamette Primary School:
 - Identify a route – Willamette Falls Drive.
 - Identify difficult crossings – Several spots where there is no sidewalk and heavy traffic is a problem – dangerous for a child.
 - Identify locations after school – Need a trail from River Heights (Dollar St) area to Fields Bridge Park. Also need to secure a tunnel path under bridge approach over Tualatin.
- Additional comments – High school students must walk along Willamette Falls Drive from Willamette to the school – needs a wider footpath – packed cinder path would help.
- Map Comments:
 - Please do not consider putting trails in people's back yards!
 - Trail marking.
 - Solar lighting in some areas that are darker-more remote.
 - Lower impact to wildlife riparian.
 - Connect shopping /parking to trails.
 - Good bike path/trail along WFD connecting Willamette to McLean house park area and 43.

GROUP A-1

- Trail needs of an avid runner:
 - Drive to M.S. Young Park. Run the trails around MSY twice. Take back streets to Wilderness Park and run that trail system twice then return to MSY.
 - Start at office in West Linn, take 43 to Cedar Oak, right turn to Old River Road,

Run to George Rogers Park, Return same route to post office, walk to Starbucks and collapse.

- Trail needs of a 7th grader/Rosemont Ridge:
 - This is not realistic for safety issues: Dangerous road, kid too young, trip too far.

GROUP B

- Trail needs of an avid skateboarder:
 - Not enough information on map.
- Trail needs of a full-time worker outside West Linn:
 - Regular walks-Along Rosemont, Salamo to Tanner Basin. Starbucks, back to Santa Anita.
 - Dog-walking route – To Lucher Farm dog park/to Mary S. Young.
 - Think about the impact of a trail behind homes and a sidewalk in front as well.
 - Identify a dog-walking route – M.S. Young Park.
 - Identify a route – Sunburst Park.
- Trail needs of a 7th grader/Rosemont Ridge:
 - I would never bike to school from Field's Bridge Park – Too hilly.
 - Where is Parker Crest?
- Trail needs of a recreational bicyclist:
 - Not enough info to proceed – I don't live in this area.
- Map Comments
 - Drive to Mary S Young Park from Palomino Park area. Ride bikes.
 - Maintenance historical issue for trail id U-08.

GROUP C

- Additional comments: Skyline
 1. Sidewalk from high school to summit.
 2. Paved trail on east side of Clark Street.
 3. Utility storage - eliminate on south parking area and open to park patrons.
 4. Change speed limit on Clark in park to 30mph.
 5. Construct a raised lookout pavilion near skyline is a viewpoint to see downtown Portland, Mt. St. Helens, Rainier, Mt. Adams and Hood.
- Map Comments
 - Wilderness Park should not be used as a storage area. Utilize both parking lots for what they were designed for. I'm sure it was not for storage.
 - The city does not currently enforce existing dog leash laws. It seems very unlikely that new trails (like the White Oak Savannah) could be maintained as dog free or leash only. Dogs running off leash disturb the wildlife that parks intend to protect.
 - A trail through White Oaks Savannah will negatively impact wildlife. Concerns regarding wildlife issues from public access to Savannah grass land area.
 - Trail does not exist (MAP ID U-15).

GROUP E

- Map Comments:
 - Connect city parks on existing park land/ public open space.

- ↳ Look carefully at dock proposals.
- ↳ Protect public property rights not just private property rights.

GROUP Z

- Trail needs of an avid runner:
 - Hwy 43 – Sidewalks/bike lanes connecting to north George Rogers Park and south to library and post office (beyond to river trail when developed)..
 - More street lights on River Road.
 - Bus shelters on 43.
 - Thanks for asking!
- Trail needs of a 5th grader/Willamette Primary School:
 - Identify a route – From school to Park #1. From (school) to ice cream #2 (streets). #3 biking path on paved to Fields Bridge. #4 Bike with family*.
 - Identify difficult crossings – Blue, depends on side of road for path. A) Under I-205 at Blankenship, B) At Fields Bridge, C) 10th St and 8th Court.
 - Other comments – Willamette Falls Drive, Blankenship, Hwy 43 – Sidewalks and bike lanes! “99% of all Willamette bus problems would be solved by creating good sidewalks, bike lane on street for school kids.
 - Identify locations – 1, 2, 3, 4 (See red lines).
- Trail needs of a recreational bicyclist:
 - Identify a route for a ride – #5 Blue, from home near Sunset.
 - Identify a route for to grocery store - #6 To Safeway, Green.
 - Identify a route to library – Green to library, home on the Blue #5.
 - Additional comments: Solar Hwy – Savannah Oaks.
- Trail needs of a 7th grader/Rosemont Ridge:
 - Identify a route –Middle School to Fields Bridge - #7 Magenta.
- Map Comments:
 - Bike lanes and sidewalks need development especially on HWY 43 Willamette Falls Drive and Blankenship and safe routes for kids getting to school. This would solve 99% of bussing issues.

Group Maps

Workshop participants grouped themselves into six groups for the interactive map exercise. The following summarizes trail alignments and comments made on each of the six group maps. The website trail map and comment page will soon include in the layer drop down menu a transcription of the comments drawn on the map.

OPPORTUNITIES

Group E

- Connecting bikeways and sidewalks and destinations (schools, neighbors)

Group B

- Connections to schools

Group Z

- Sidewalks
 - ↳ Highway 43
 - ↳ Willamette Falls Drive
 - ↳ Blankenship

Group A

- Connections
- Fields Bridge Park to Dollar Street
- Connection to Fields Bridge

Group A1

- River put-ins
- Shopping areas as opportunities to connect/park for trails

Group C

- Savannah/White Oaks can follow Salamo/topography
 - ↳ Already have existing routes (→ no additional access needed at Savannah/White Oaks)

CHALLENGES

Group E

- Connections to Lake Oswego
 - ↳ Details to make connections
- Timing and money

Group B

- Topography and grade
 - ↳ Loops with 100-200' grade change

Group Z

- Hills/topography
- Difficult crossings
- Safe loop
- 10th Street

Group A

- Willamette Falls Drive connections
- Loss of foot traffic due to bridge on Tualatin River

Group A1

- Topography!

Group C

- Wilderness Park needs improved access
- No additional access needed at Savannah/White Oaks



City of
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Linn**

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Trails Plan Public Workshop

FEBRUARY 24, 2010 ♦ 7 P.M. – 9 P.M. ♦ BOLTON PRIMARY SCHOOL

WORK SHOP 3 - MEETING SUMMARY

On February 24th, 2010, the City of West Linn held the last of three public workshops at Bolton Primary School from 7pm-9pm. In total, 34 attendees signed-in at the workshop. The meeting allowed opportunities for the public to learn about the trails plan, and provide input on potential route locations, and identify opportunities and constraints for routes.

At the meeting, the consultant team MIG Inc. presented an overview of the planning process and the work done to date. The presentation was followed by a group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise that asked participants to indicate the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences.

Materials used for the meeting, including agenda and role cards are available on the project website (www.westlinntrailsplan.org) in the document library. The website trail map and comment page will soon include in the layer drop down menu the compiled map input provided at the workshop.

GROUP DISCUSSION

Trail Users, Issues and Opportunities

The following summarizes the different trail user needs, issues and opportunities addressed by workshop participants.

- Trail users and activity that causes safety concerns
- Difficulty getting police to access trails
- Bus routes (1 ½ middle)
 - Students living 1-mile from schools (primary)
- Sidewalks and bike paths
- Safety of routes to schools
- Seniors and mobility
 - Level surfaces
- No opportunities for learning/novice cyclists
- Topography makes access challenging
- Street trees
- Have to use vehicles to access park
- Dog users – waste stations

- Lighting for safety
- Difficult connections
- Develop mobility
- Linking neighborhoods
 - Longer routes and isolated areas/national areas
- Availability of well-known bike routes for experienced riders
- Shopping center access
- Design standards

MAP EXERCISE SUMMARY

Role Card Comments

Role cards asked participants to think about routes for various types of trail users. The cards were used as an option for stimulation discussion regarding users, trail types and connections that may be needed. The following provides a summary of written note card comments. The majority of information on routes, based on trail users was supplied as drawings on the maps. This information will soon be available as a drop-down menu on the website's 'trail map & comments' page - www.westlintrailsplan.org/TrailMap.php.

GROUP 1

- Map Comments:
 - Encroachment, grown in (MAP ID T-10).
 - Origins and Designations
 - Future trail easements?
 - Too Steep! Impractical make grade Std? (MAP ID L-14)
 - Ends in grass (MAP ID L-07)
 - Trail maintenance (roots) (MAP ID T-03)
 - Encroachment of vehicles/vegetation on sidewalk

GROUP 2

- Map Comments:
 - 10th St undercrossing okay

GROUP 3

- Trail needs of a recreational bicyclist:
 - Additional comments: Sunny solar trail
- Trail needs of a resident living in the Bolton Neighborhood:
 - West Bridge Park Boating Launch – To Cedaroak for take out
 - ↳ Kayaks
 - ↳ Sculling – crew – training facility inside for working out
 - ↳ Look at a more direct route for Hwy 43 entry
 - Bernert Landing
 - ↳ Possible sculling location to Wilderness Falls – turnaround

- Map Comments:
 - Willamette Falls Drive could be a Stimulus Package

GROUP 4

- Trail needs of a 5th grader at Willamette Primary School:
 - I don't live in Willamette so I have no idea.
- Trail needs of a 7th grader at Rosemont Middle School:
 - If you are a 7th grader at Rosemont you would probably play a Oppenlander
- Map Comments:
 - This is incorrectly labeled as being part of the existing trail (MAP ID U-08 and U-09).

GROUP 5

- Trail needs of a recreational bicyclist:
 - Identify a route to the grocery store – elevation issues
 - Additional comments – Safety – issue no shoulder/no sidewalk
- Map Comments:
 - West Bridge Park – no motorized boat launch kayaking/canoe
 - Widen Skyline, Widen Marylhurst Dr.
 - Trail from Marylhurst to Robinwood Centre
 - Trail access to Retail. Market of Choice. Robinwood Center
 - Marylhurst Drive
 - Contact Portland Running Company has maps/10 mile routes
 - Improve bike lanes on 43 and/or improve or create alternate parallel routes
 - Signs on current trails marking that they are public

GROUP 6

- Map Comments:
 - Consult: Bolton Neighborhood Plan, Mc Lean House Master Plan, Madden Woods (friends of)
 - Wilderness: Madden woods & Burnside Park Wildlife
 - Colorful Neighborhood Banners Delineating Trails
 - Consult Rogers, Discovery Walks. Bolton Walking Tours (Booklet)
 - Restore Boardwalk from locks to McLean House
 - Purchase river frontage from Mill to West Bridge Park
 - Designate Dorothy's Trail from Maddox Woods to the Library
 - Historic Designation Area – Rock Island down to Oswego Smelting Park Goe Rogers Park

GROUP 7

- Map Comments:
 - Secret Path? (Map ID U-01)
 - Trail often washed out (Map ID T-08)

Group Maps

Workshop participants grouped themselves into several groups for the interactive map exercise. The following summarizes trail alignments and comments made on each of the group maps. The website trail map and comment page will soon include in the layer drop down menu a transcription of the comments drawn on the map.

OPPORTUNITIES

- Retail access
- Rosemont and Willamette Falls Drive
- Regional connections
 - Regional bike route
- Use existing resources
- Non-motorized boat launch
- Corps of engineers funds to enhance river access
- Develop row/sculling access/park
- Enhances opportunities for youth
- Bike path and connections
- Banners for the trail system
- Restore river boardwalk
- Access to parks on surface streets

CHALLENGES

- Safety
- Topography
- Disappearing sidewalks
 - Kids criss-cross
- No connector along Highway 43
- 1-mile walking distance for small children



Comprehensive Trails System Master Plan
WORKSHOP ROLE PLAY CARDS

You are a parent with a 2 year old who lives in the Rosemont area. You like to walk for exercise and take your child in a stroller. You have a flexible schedule and are able to go walking at least two weekdays each week.

- Identify a route that you would take for an exercise loop.
- Identify a route to get to the grocery store.
- Identify a route to get to the library.

Write down additional comments or ideas:

You work at home, and are an avid runner. You run three times a week and try to get in about 10 miles a run. Because your schedule varies, sometimes you run early in the morning and sometimes you run during the day.

- Identify at least two different routes that you could take to get your runs in within West Linn. Each should have a different starting point where there is public parking.

Write down additional comments or ideas:

You work full-time outside of West Linn and live in the Hidden Springs area. You take your Golden Retriever for a walk daily, and because of your work schedule, usually walk early in the morning or in the evening hours.

- Identify a route that you would take for your regular walks.
- Identify a dog walking route that you would travel outside your neighborhood to visit.

Write down additional comments or ideas:

You are a retired older adult, and walk with several friends at least once a week. Your walking group lives throughout West Linn, so you try to pick routes in all areas of the city. You prefer scenic settings and one member of your group is a birder. All of you like to end up at a coffee shop after your walk.

- Identify at least three routes that are scenic at different locations in West Linn.
- Identify connections between each of your three routes and a commercial area with a coffee shop.

Write down additional comments or ideas:

You are an adult who lives in the Robinwood area and who uses a power scooter for mobility. You like to get out and enjoy the outdoors, sometimes with a friend who does not use a mobility device.

- Identify a route that you could take within your neighborhood.
- Identify a route that would give you river views.
- Identify a route that would take you to Mary S. Young Park.

Write down additional comments or ideas:

You are a recreational bicyclist who likes to ride on weekends. You live in the Sunset Neighborhood, and use your bike to go for a ride or do errands.

- Identify a route for a ride that would take you on a loop through West Linn.
- Identify a route to the grocery store.
- Identify a route to your friend's house in the Willamette neighborhood.
- Identify a route that you could take with your kids to reach Saturday soccer games at Mary S. Young Park.
- Identify a route to the library.

Write down additional comments or ideas:

You commute to work by bike within West Linn. You live in the Bolton neighborhood, and work near Marylhurst.

- Identify the most direct route to get to work.
- Identify a route that would also allow you to stop for take out or groceries on the way home.

Write down additional comments or ideas:

You commute to work by bike from your home in Tanner Basin neighborhood to your office on Barbur Boulevard. You ride at least three days a week, rain or shine, and have several routes

- Identify a route that takes you through West Linn and allows you to connect to a major street to get to work outside of West Linn.
- Identify a second different route that connects to a different street out of West Linn.

Write down additional comments or ideas:

You are a 7th grader who goes to Rosemont Ridge Middle School, and you bike to school and then ride your bike to Fields Bridge Park for baseball practice. Your parents don't want you riding on busy streets.

- Identify a route that could take you from the Middle School to Fields Bridge Park.
- Identify a route that takes you from Parker Crest Neighborhood to the middle school.
- Identify which streets near your routes are ones your parents would not want you to ride on.

Write down additional comments or ideas:

You are a 9th grader, and an avid skateboarder. When it isn't raining, you head from West Linn HS to Tanner Creek Park to use the skate park.

- Identify a route that will get you from the HS to the skate park through a combination of skating and walking.
- Identify any difficult crossings.
- Identify a route to get you from the skate park to the Starbucks (next to City Hall) on Salamo, where your parents pick you up.

Write down additional comments or ideas:

You are a 5th grader at Cedaroak Primary School, and you bike to and from school with your parents.

- Identify a route that you and other kids could take to the school from the surrounding neighborhood.
- Identify at least one other potential route.
- Identify difficult crossings that your parents would not consider safe.
- Identify locations you would like to get to after school, and routes that would take you there safely.

Write down additional comments or ideas:

You are a 5th grader who walks to school at Willamette Primary School. Sometimes you walk with a friend and sometimes you walk with a parent.

- Identify a route that you and your friends could take.
- Identify difficult crossings.
- Identify locations you would like to get to after school, and routes that would get you there safely.

Write down additional comments or ideas:



Comprehensive Trails System Master Plan
WEBSITE PUBLIC INVOLVEMENT

GET INVOLVED WITH TRAIL PLANNING IN WEST LINN

The West Linn Comprehensive Trails System Master Plan process has begun. The project team has put together a website that will be the one-stop-shop for information on the planning process, how to get involved and to provide public comment every step of the way.



WWW.WESTLINNTRAILSPLAN.ORG

About the Plan

With the adoption of the 2007 Parks, Recreation and Open Space (PROS) Plan, the City established a conceptual trails network as an integral part of making West Linn a livable city that contributes to the health and wellness of its community members. The Comprehensive Trails System Master Plan is a continuation of the policies and recommendations set forth in the PROS Plan and is based on three goals:

- Actively engage West Linn residents in the planning process;
- Advance the trail planning and development that has already occurred in West Linn; and
- Zero-in on actual trail alignments and their feasibility, and prioritize the improvements to maximize the network.

To achieve these goals, the plan has been designed with the following four phases:

- | | |
|------------|--|
| Phase I: | Existing Conditions - Establishes the baseline for the plan and later analysis. |
| Phase II: | Analysis - Includes detailed technical analysis of the trail system and the development of alternative alignments and routes. |
| Phase III: | Plan Development – Develops the conceptual trails system master plan along with strategies needed for the continued development of West Linn’s trails system. |
| Phase IV: | Plan Refinement & Adoption – Includes a full draft of the Comprehensive Trails System Master Plan that incorporates the refined material developed and reviewed during the previous phase. |

Get Involved

The success of West Linn's trail system is largely based on public involvement. There are four ways you can provide us with your comments and feedback:

1. Send us a message by going to the project website.
2. Sign-up for automatic email updates in the website to hear about upcoming events, changes to the website, or new documents ready to review.
3. Learn about the trails planning process and attend different events
4. Provide your input on trails during public comment phases of the project by using the interactive map pages and bulletin boards on the project website.

For more information, contact the West Linn Parks Department at 503-657-0331.

Trails FAQ

What is the impact of trails on property value?

- According to a 2002 study by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices. (Consumer's Survey on Smart Choices for Home Buyers, National Association of Home Builders, April 2002.)
- Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization. Miles of trails now connect millions of dollars of economic development, including new stadiums, housing, office space and riverfront parks. (Rails to Trails Conservancy, Economic Benefit of Trails and Greenways, quoting testimony before the Committee on the Judiciary of the US House of Representatives June 20, 2002.)
- A study of property values near greenbelts in Boulder, Colorado, noted that the average value of property adjacent to the greenbelt would be 32 percent higher than those 3,200 feet away (Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors, 1995 Rivers, Trails, and Conservation Assistance National Park Service, quoting Correll, Lillydahl, and Singell, 1978).
- The amenity influence of greenbelt land on property values also applies to privately held greenbelt land, according to a study of the Salem metropolitan area in Oregon. In this case, the greenbelt was comprised of rural farmland. Greenbelt zoning had been applied to this prime farmland beginning in 1974 in an effort to contain urban sprawl and preserve farmland. The study found that urban land adjacent to the greenbelt was worth approximately \$1,200 more per acre than urban land 1,000 feet away from the greenbelt boundary, all other things being equal. However, rural land values within the restrictive zoning actually decreased in value by \$1,700 per acre (Nelson, 1986).
- "Greenway trails have no negative impact on either saleability of property or its value. Nationwide, studies indicate that access to trails may improve a property's attractiveness to buyers, and there is anecdotal evidence to support this in the Flagstaff area." (John L. Crompton, 2004, The Proximate Principle: Impact of Parks, Open Space and Water Features on Residential Property Values and the Property Tax Base)

Who is liable for trails?

- The Oregon Recreation Statues provide state-wide law related to recreation and liability. ORS 105.682 states that land owners are not liable for any personal injury, death or property damage that arises out of the use of the land for recreational purposes when the owner of land either directly or indirectly permits any person to use the land for recreational purposes.

- ORS 105.688 further states that immunity applies to public and private lands, rights of way, buildings, roads, water bodies, and machinery or equipment on these lands. The statute also specifies that immunity only applies if there is no charge for using the land, and the owner transfers an easement to a public body to use the land.
- ORS 105.696 furthers that users must still use care of land and 105.700 clarifies that public access is prohibited from accessing private land without owners permission.

How safe are trails?

- "Nationally, trails were extremely safe environments for major crimes (mugging, assault, forcible rape, or murder). Such crimes are hundreds of times less likely to occur on rail-trails than in the larger urban, suburban, or rural setting. Similarly, burglary, classified as a minor crime, was extremely uncommon. Other minor crimes (trespassing, graffiti, littering, sign damage, and motorized use) were reported as a percent of trails participating in the survey." The article notes that minor crimes did not occur on 74 to 97% of rail trails. Graffiti was the most common minor crime in urban settings (26%). In suburban and rural settings, the most frequent minor crime was littering (24%)." (Rails-to-Trails Conservancy, 1998 Rail-Trails and Safe Communities the Experience on 372 Trails.)
- Crime prevention through environmental design (CPTED) is a phrase described by C. Ray Jeffreys in his 1971 book of the same title. Jeffreys defines CPTED as the "proper design and effective use of the built environment that can lead to a reduction in the fear and the incidence of crime, and an improvement in the quality of life." CPTED principles provide park and trail users a comforting, safe feeling while discouraging potential criminals, therefore reducing crime proactively and unobtrusively.
- Without well designed trail access, users commonly create their own trail or pathway to connect through a park, or access a destination or view point in public open space. Because these paths do not consider neighboring uses or environmental constraints, user-created trails can have a negative impact. User-created trails can also:
 - Increase the risk of catastrophic wildfire and unwelcome behavior, parties, and trash (Coconino National Forest, 1999 Environmental Assessment for Fort Valley Ecosystem Restoration)
 - Destroy, fragment, or degrade wildlife habitat (Arizona Fish and Game Department, 2006 Comprehensive Wildlife Conservation Strategy)
 - Reduce privacy for adjacent property owners if they are poorly designed or located without adequate space or vegetation for screening.

GENERAL COMMENTS

Summary of comments received on the "General Comments" page from the project website (www.westlinntrailsplan.org) and in person from end of comment period in September 2010 to beginning of comment period in December 2009. Names and personal information have been removed. Comments are shown as submitted.

September 26, 2010 8:24PM

Many bicyclists ride from George Rodgers Park in Lake Oswego to Mary S Young park in West Linn along Old River Road. The connection from Old River Road to the bike path in front of Mary Young Park has a connection to Hwy 43 that passes across the connection of Mapleton Dr.

Many cyclists travel this 100 yards on the wrong side of the street or go down Mapleton Drive and then turn around where Mapleton dead ends into the park with an unpaved path.

I would recommend that a new connection to Mapleton from Kenthorpe and paving the short distance from Mapleton to the paved path in MS Young Park would provide a nice bike path away from the main streets.

I also noticed on the proposed trail plan a connection from CedarOak Boat Launch to MS Young Park along the water front. I believe that this is very impractical because every year this area gets flooded and the flooding would cause significant maintaince problems.

There is also the inconvenient fact that at least three homes have property lines below the high water line that would require filling in the canal in that area in order to construct a path there.

I propose that the waterfront trail travel along Nixon and Mapleton just like Old River Rd.; safely above the flooding but providing a view of the river and access at the boat launch, near Mary Hill's house and at MS Young Park to Cedar Oak Island.

August 23, 2010

**RE: W.L. Trails Master Plan
Wheelchair Usage Rating System**

Dear Ken Warner:

I recommend that the Trails Master Plan include a rating on all trails as to its ease of wheelchair accessibility & use.

Trails which are wide, paved, completely flat, etc. would receive the highest ranking (e.g. a #1)
Trails which are completely unrealistic →

for wheelchairs would receive the lowest ranking (such as a #5) — if there are any. p 2

The in between ranking #'s would reflect level of difficulty for use/access depending on such factors as: whether trail is dirt, graveled, or paved/# of small bumps/# & severity of larger bumps (such as tree roots & large rocks)/amount & steepness of inclines & declines/whether muddy when wet/how narrow or wide it is/ease of getting to the trail.

This wheelchair ranking could be posted on all written literature & signs connected to the trails.

A rating system is especially helpful because some wheelchair users like challenging courses (dhan suitable wheelchairs), whereas others need easy routes.

August 23, 2010 11:19AM: Safety Issue/Trail entrance to Swiftshoe Park

The map showing trail entrances to the Swiftshoe Park (T01 PROS/T-1 miles 0.222) seems in error. There is no entrance to this park off 19th Street. If such an entrance is proposed, it poses safety concerns. The only way for me to exit my home is to back-up my car until I reach Swiftshoe Dr. Persons using this trail are at risk, e.g., children running, poor visibility (rain, darkness), etc. I trust the City not to expect that I will assume liability in the event of some tragic accident. The park already has an entrance less than one-half block away off Swiftshoe Dr. I strongly urge, in everyone's interest, that this trail be closed.

August 18, 2010 7:56AM : Privat Property

After reviewing the latest update to the primary trail plan along the Tualatin River dated Aug, 2010 it is obvious that the West Linn Trails Planning commission have not listened to the home owners voices and others concerning crossing private property just to gain access to a few private spots along the river. We DO NOT want a path through our backyards. Between Swift Shores Park and Katherine Ct. your proposed plan for a Primary Pathway crosses at least 3 home owners private properties. To me this is total disregard for our right for privacy and a disregard to all land owners in West Linn. I would never try to gain the right to intrude or trespass on my neighbors property.

August 11, 2010 12:36P: Kenthorpe way - Mapleton Drive trails

At the Robinwood neighborhood meeting Aug 10, 2010, there was interest in combining the community input from the trail plan comments and maps and the upgrade plans for the LOTigard Water Treatment Plant (WTP) located between the two streets. Wonderful! Should this segment of the trail be capable of handling an emergency vehicle?

1. The WTP used to have a maintenance road between Mapleton and Kenthorpe that was informally used by the community.
2. My earlier Post #10 on January 22, 2010 trail plans suggested including Emergency planning.
3. A path / single-lane capable road could be useful to alleviate traffic problems including access requirements (5min rule) for emergency use during the two year WTP re-construction and installation of a 4+ft pipe down narrow Mapleton or long (no-thru way) Kenthorpe. Without emergency access this way, it will be incredibly impractical and unlikely that construction will be able to adhere to the emergency access requirements 100% of the time.
4. Boths sides of the path through the WTP could have a berm / wall that safely separates the industrial facility from path users (and visa versa).
5. The path's shortest connection point connects the WTP parking lot and goes through residential lots owned by LO WTP (and avoids taking out trees.. The path can meander).
6. "natural"? monitoring and oversight would be enhanced by visual presence of WTP admin building next to path. Users would then have immediate, direct method to contact WTP should a hazardous situation develop involving path users.
7. Instead of a bridge or tunnel redirecting WTP/path traffic that cross paths, consider a simple road/intersection with tall, cyclone-fencing styled gates hinged at the corners of the intersection. The gates would allow WTP full control of the pathway by temporarily blocking foot traffic. Path closings could be scheduled at regular times and posted for path users in plain sight, to reduce inconveniences. The intersection would allow heavy equipment to be transported between both sides of the plant and provide a margin of safety greater than the public is accustomed to with heavy equipment and loads already regularly trafficked through Kenthorpe Way. The gates could be electrically operated at the admin building where direct view of the intersection would be useful for monitoring gate movement and traffics.

June 23, 2010

In discussions with Park and Recreation, I am an advocate and YIMBY regarding development of a trail using the existing easement behind my house as well as coordinating pedestrian pathways through, not around, the Neighborhood Association at the corner of Hidden Springs and Santa Anita. In a holistic view of trails potentially serving the future school, I strongly encourage the Planning Commission and Council develop a reasonable and fair policy, quickly, restoring public access to portions of the Palomino Loop Trail while increasing pedestrian circulation opportunities throughout the school 1/2 mile perimeter, including safer crosswalks across Hidden Springs. Future planning shall be conducted on Rosemont Road since the Council has promoted Rosemont as a transit connector. And water runoff should be diverted to newly created retention ponds on the south west side of Rosemont to protect the sensitive streams currently within the County AND to reduce the poorly engineered burden placed on the Erickson property.

March 27, 2010 7:17AM: Concern over mapping exercise

I attended the Trails Plan Meeting on Feb 22 and wanted to express my concern about the format for the interactive mapping exercise. Public information regarding this meeting stated that participants would be, "given information regarding existing opportunities and constraints for trail development." However, the maps did not include property lines. Many of the participants expressed dismay over this and told the facilitators that they did not want to draw a trail through private property. As an attendee, I agree with them and feel that information regarding private property, high water marks, steep terrain, and other "constraints" should have been included on the maps. While there were a few folks who were not concerned about building a trail through someone's backyard, the majority of attendees indicated that they felt it was important to respect privately owned property and said that they would prefer to connect trails by publically owned streets rather than cross through private property.

March 23, 2010 10:28PM: Riverfront Trails

As a citizen of West Linn, I am in full support of trails along the Tualatin and Willamette Rivers. Connecting the many parks along the rivers via trails will greatly increase public use of these parks. In addition, if these trails are connected to schools along or near the river (Willamette, Bolton, ect) they could be utilized for educational purposes by classes, as well as provide parking on weekends and during the summer for trail access.

March 15, 2010 6:05PM: Burnside Park Preservation

Burnside Park is a Wilderness Nature Park that was deeded to West Linn to be preserved for present and future generations. I figure my Volunteer Restoration Groups have saved the City 100's of thousands of dollars since 2001 when we began saving the trees from invasive English Ivy. We have saved all the trees in the Park. They can now die naturally, and help wildlife survive. Our work continues, and our community has 100's of dedicated Volunteers all pitching in to protect the Native Plants and wildlife in the Park.

Priority (#1)

We urge the city to continue to help us protect this nature paradise which helps make living in West Linn special.

Specifically the entrance area to Burnside Park at Holmes Street is currently up for sale by the Union Pacific Railroad. It needs protection. Westlake Properties is trying to market this very steep area in the watershed of about 1 acre. There is no for sale sign at the park entrance, or anywhere but it is for sale.

I urge the city to negotiate the purchase of this area with Westlake as soon as it can.

The Park area includes the upper entrance trail which most people use, beautiful 100 year old trees between Holmes street and Geer Street, a year round creek fed by a spring, Habitat for over 100 bird species- including Bald Eagles, Owls, Osprey, Red-Tailed Hawks and Pileated Woodpeckers.

Fishermen directly across the river see these trees, and it adds greatly to the Bolton Area's livability, as well as West Linns.

No more trails are needed in Burnside. We just need to protect what we already have. I am willing to help the city obtain more donations, have bake sales, or whatever it takes to help the City purchase this critical area of Burnside Park. Thank you from the Friends of Burnside Park, and the Friends of Maddax Woods. It will benefit all of West Linn residents, and help move our City up in the National rankings. #1 is still possible and should be what we strive for. The wildlife and the beauty saved will reward all residents, as we walk by or gaze upon the Park. Thanks again for everyone who can help the city purchase and protect this Burnside Park entrance area.

March 11, 2010 9:37AM: Un paved Trails

Many of us would like to see one or more of the trails become available for walking dogs off leash, or at least during certain times of the day. Early in the morning we sometimes do not see any other walkers, or runners. If we encounter others the leash only becomes a trip line if the dog is startled by an on coming person. Most dogs seem to get the trail behavior, and not chase.

March 4, 2010 10:53AM: Connect neighborhoods and businesses first

While there are many good ideas and much on the wish-list, I request that efforts be made to connect neighborhoods and businesses first. If we focus our efforts on improving the current well-traveled, if informal, routes, we would provide a great benefit for individuals, families, neighbors, and businesses.

In addition to the social/commercial benefits to this improved connectivity, safety will also be improved, which is critical. Currently, there are some poorly maintained streets lacking sidewalks close to schools that serve as an informal part of the trail system. We want, need, and use these routes frequently! But, we need these improved, which would be a good use of this trail planning process. We don't need to add additional trails in these areas, but rather improve the condition of the system currently in place. Make these improvements through the trails plan, rather than suggesting it be handled by street maintenance or the capital plan.

February 25, 2010 12:19PM: Tualatin River trail? NO!

The PROS map shows trail "T1" from Fields Bridge to Willamette park. There are a number of problems with this proposal, and I can't imagine the tens of thousands it would cost to evaluate the environmental impact, and mitigate the damage to this wild area would make this a high priority project.

This trail is slated to go along the Tualatin River, as the map clearly shows, within the protected area (Goal 5) around the river!

It also ignores property owners rights (at least two property owners in this area have rights halfway into the river).

I cannot believe that a Primary (ADA approved, paved 8' wide trail) is slated for this area! I, along with the other homeowners along this area, are very much against an 8' paved trail going through our back yards, with the accompanying increase in traffic, litter, and crime. Not to mention the disruption of wildlife areas (migrating geese nest along the swift shore area every spring).

Now, if this was slated as a Secondary, unpaved trail, and some natural boundaries were planned (blackberry bushes grow well here) to shelter private property from this trail were included, then you might have some people to approve this, but as currently proposed? NO WAY!

February 25, 2010 12:15PM: Primary Trail along Tualatin? NO!

The PROS map shows trail "T1" from Fields Bridge to Willamette park. There are a huge number of problems with this plan, and I can't imagine this would be a "quick win" that was suggested at the Willamette school trails meeting as a priority.

This trail is slated to go along the Tualatin River, as the map clearly shows, within the protected area (Goal 5) around the river!

It also ignores property owners rights (at least two property owners in this area have rights halfway into the river).

The Tualatin is NOT a navigable river, and I can't imagine the tens of thousands of dollars that would need to be spent to study this area, and mitigate the damages.

I cannot believe that a Primary (ADA approved, paved 8' wide trail) is slated for this area!

This is a beautiful area, and asphalt definitely does not fit in with the surrounding area!

I, along with the other homeowners along this area, are very much against an 8' paved trail going through our back yards, with the accompanying increase in traffic, litter, and crime.

Not to mention the disruption of wildlife areas (migrating geese nest along the swift shore area every spring).

Now, if this was slated as a Secondary, unpaved trail, and some natural boundaries were planned (blackberry bushes grow well here) to shelter private property from this trail were included, then you might have some people to approve this, but as currently proposed? NO WAY!

February 24, 2010 6:45PM: River greenways, Burnside and Maddax Woods trails

As a previous commentor said, the river greenways are used by wildlife as well as humans. The back channels and islands provide critical sheltered nesting sites and food sources for wildlife including great blue herons, osprey, mergansers, deer and other birds and mammals. So while we plan trails for human enjoyment, let's protect the diversity of what makes this area beautiful. Some ideas about how to accomplish this include providing easily accessible education for all ages to help us understand and value the biodiversity of

our parks is important. Signage that reinforces the need to keep dogs on leash and people to stay on the trails, with park closures at night would also be helpful.

In regard to Burnside Park and Maddax Woods, it is my understanding that Burnside Park was left to the City with the condition that it was for wildlife. Dorothy Maddax left her property to the City also for the wildlife for which it would continue to be a home. In keeping with their intent, it seems that the trails that run through them should remain unpaved, be limited, and restricted to use by walkers and not bikes/trail bikes. Downed trees and thickets should not be unnecessarily cleared, as they provide food and nesting sites. (This would also be true for Mary S. Young Park.)

Finally, as we talk about trails, could we also consider one or more wildlife bridges over route 43 and perhaps Willamette Falls Drive and other locations? It is sad to see and read about deer being hit as they try to cross from one habitat to another.

February 23, 2010 8:07AM: Oregon State Navigable Rivers

A comment was made at the Willamete School trails meeting last night that needs to be corrected. They stated that the Tualatin river is an Oregon State listed Navigable river. It is not. There are 12 rivers in Oregon that have certain segments listed as navigable: Chetco, Columbia, Coos, Coquille, John Day, Klamath, Mckensie, Rogue, Sandy, Snake, Umpqua and Willamette. This is important to those people who own land along the Tualatin and to those who take for granted they can trespass on private land for their own use without getting permission from the landowner. This may become more of an issue in some areas where West Linn tries to put pathways adjacent to or through private land along the river. How will they determine where they can go and where they can't. Even when you post no trespassing signs people still ignore them.

February 21, 2010: Trail Additions

It was obvious at the Cedar Oak meeting, those in attendance are very familiar with the trails in their area. All the maps drawn demonstrated this fact. I am sure this will be the case with the next two meetings.

My question is why can't the Parks Department staff drive this project with the assistance of volunteers? If the Parks Dept is not willing, or able, then step aside and let the Parks Board handle it. The PB is more then capable.

Spending \$80,000.00 on an outside consultant to tell us what we already know is money that could have gone towards materials for trails created by volunteers. What the heck, it just tax dollars!

February 20, 2010: Trail Additions

I think the point of this exercise is to identify the trail projects that have the most interest and make the most sense. How to fund and build the trail projects is separate matter that can't be addressed until trail project priorities are established.

February 20, 2010: Recent meeting at Cedar Oak

My husband and I attended the meeting at Cedar Oak. I commented about the need to have safe road walk ways in a mile radius to our schools.

I would recommend better ways at your meetings to make sure all hear what is being said. If someone speaks in the audience & no mikes are being used, please have the moderator

repeat/paraphrase what is being said. I do wear hearing aids & found the effort to hear was tiring.

The conversations that I did hear were very familiar! : (

I had been involved in the bike path development in West Linn & Clackamas County in the '70's so I was interested as to what was in the works. The effort to get a path along the river was one of ours too. The gap between Burnside Park & MSY Park , & further north is tough. The terrain is a challenge in West Linn.

We also tried to follow the old rail line that went from LO into West Linn. Trillium Drive is part of that old rail line. Then it went thru the MSY area on the upper level--about where the parking lot is now located. We had hoped that might work out for a trail, but the home owners where the line had gone thru on Mapleton, were sure all the drug people would love that in & out access. Now that property on Mapleton is more developed than it was.

The other thing that people were hacking away at--was #43. We certainly learned about the problems there.--the owners on both side of the highway would have more extreme cuts--probably on the uphill side, & it is a State Highway. The fact that some of the WL roads were cut off on access to the highway was a great help, plus the center turn lane. The effort to connect the sidewalks/paths from the north boundary south is certainly an improvement from when we were discussing the problem in the 70's. That needs to be on going plus the cleaning of the shoulders for safe biking.

The popping thru of the old electric line trail from the police dept. south we also looked at. The concern would be to make sure it is somehow visible to the road above, for safety of those using the trail. I would love to know if you have figured out where the line went to get into Willamette, after the lot where the school buses are now parked. That remained a mystery to our committee. I am wondering if it at one time there was a trestle bridge dropping the line into Willamette. Even at that time we couldn't seem to locate any information on that.

It is great news to realize that the effort to continue trails in West Linn is "alive & moving". Hang in there. It is well worth all the work! :)

February 19, 2010: Trails

"I want, I want, I want."

Message to the Wantalots. If you want these trails, form a volunteer group and make it happen. It ain't rocket science! But lets not put it on the back of every taxpayer.

My wants. Less government. Less taxes.

February 18, 2010: Trail Comments

I attended the meeting last Monday evening. It seemed like the riverfront owners concerned about blocking a trail along the river in their backyards attempted to dominate the discussion. I thought there was too much discussion about pedestrians needs along highway 43 which is not the main focus of developing a trails plan. Hwy 43 solutions should be handled in another forum.

My trails comments:

I would like to see the trail that connects the upper end of Buck Street with Summit Street completed. This trail was mostly built at least 15 years ago but needs a bridge across a creek to connect the lower part of the trail to the upper part.

I would like to see the trail from Maddax Woods to the library completed. It also needs a bridge across a creek. This trail was not shown on your map but has been on earlier maps I've seen.

It would be good to get a short neighborhood connecting trail easement between the north end of Nixon and the south end of Calaroga. This would help shorten a trail close to the Willamette.

I would like to see a kayak launching area on the Willamette River at the mouth of the Tualatin upstream from the Bernert Landing boat ramp.

February 17, 2010: Possible New Trail Locations

I've always thought that a great neighborhood connector would be a trail to connect the two halves of Horton Rd.

February 17, 2010: Willamette River Greenway

Last night at the meeting MIG was about to discuss your interpretation of the use of the Willamette River Greenway when another citizen requested getting back to the original subject. A citizen/neighbor has asked me to ask you to post your interpretation of how the Willamette River Greenway Act applies to our current discussion. Great meeting by the way, I look forward to the next two.

February 17, 2010: Willamette Tualatin River Greenways

At the Cedar Oak public meeting, the MIG speaker was about to provide an explanation of the Willamette River green way and how it applies to public use. That was not done and it would be helpful if MIG would provide guidelines on public use of the green way for both rivers.

February 7, 2010 7:47AM: History Cedar Island

Several years ago several neighbors researched Cedar Island and the canal west of it. We reviewed county and Bureau of Land Management maps, spoke with government surveyors and local citizens who have lived in the area for over 60 years.

Government surveyors were quick to point out the map's overlays showing boundaries were not 100% accurate and subject to an update.

In the mid 1800's the land was nearly continuous to the main channel of the Willamette River. Early surveyors made note of a small creek but indicated it dry during the low water periods. (We have the maps and hand written surveyor notes if any one would like to review them.)

In the mid 1970's Rydel excavated gravel from the center area creating the horse shoe shaped island. The small creek stayed a small creek. But because Rydel felt they had

"inconvenienced" local neighbors for the years they mined the area, Rydel "wanted to do the neighbors a favor and dug the canal deeper". They did so with a track hoe and before permits were required. This put many property lines under water. The west bank was cut back about 20 feet. Evidence of the west bank excavation before and after is best revealed by two properties that were not cut back but still have a sloped banks. The canal was widened and deepened almost three quarters of the way north. Due to a disgruntled neighbor, the project was halted and the canal never widened further. From the point the canal dredging ended to Mary S. Young park, the canal is still shallow during low water periods in the summer. During the winter months the entire canal is wide, deep and has a substantial current with several back eddies on the west side. Erosion has also changed the dynamics of the canal and boundaries. Mainly due to winter high water currents, the west bank is eroding. The silt is carried down river and has formed a fairly large extended peninsula at the the NW end of the island. Even though the city of West Linn owns wedges of land on the west bank south and north ends of the canal, along with the bottom of the canal, the island and the bottom of the cove, the city does not own land above the ordinary high water mark for seven properties in the middle of the canal. These properties all have legal descriptions that state their easternmost boundary is to the high water or meandering line. Below that line is a steep muddy bank hardly navigable by pedestrians fabricated by the Rydel dredging. All of this lends to a very practical solution. Create a trail that parallels the canal by using the existing streets. If the city had to buy easements to create public right of ways, the last easement the city purchased cost \$46,000.00. Extend that cost times seven equals \$322,000.00.

February 3, 2010 10:56AM: Connector for Willamette

I'd like to see this Willamette river trail connecting Willamette to central West Linn as a priority. Along the river would be ideal. An alternate route is higher, closer to Willamette Falls Dr along the old sewer line/trolley line, starting at the north extension of 5th Ave. Part of that line is through private property. Was there an easement an one time? or is an easement still in place.

February 3, 2010

Needed: About 1.3 miles of sidewalk/bike trail from Carriage and Rosemont west to Stafford Basin Trail. This would complete a wonderful full loop from Salamo and Rosemont to HWY 43 in Lake Oswego, through George Rogers Park, along the Old River Road Trail and up Pimlico or Skyline. Additionally, skyline needs walk way or trail from the high school to Summit.

January 25, 2010 1:18PM: Willamette River

- 1.The lower Willamette River has a four foot tide.
2. During the winter months with rains compounded by snow melt much of the lower areas are flooded. This can occur several times per winter.
3. Cedar Island and the lower area of Mary S Young Park had trails built by the Boy Scouts. They aren't there any more.
- 4.The high water generally washes out baseball size rocks or smaller and will leave about 2" of mud sediment behind once it recedes after about two weeks.

5. In addition, flood debris to include large trees, brush and dead cows can also create jams and be very destructive.
6. Structures such as the foot bridge and platforms on Cedar Island have been frequently damaged. They are currently in disrepair, an eyesore and a safety issue.

January 25, 2010 9:28AM: Trails along the Tualatin

I've been reading many of the comments and it seems there is one major oversight in my opinion.

People are not the only things that use the river. Yes, it's nice to be able to walk along the river and enjoy the scenery but as soon as people start showing up along the river the wildlife disappears, and the natural vegetation gets trampled.

I've watched this going on for over 30 years. We have Bald Eagle, Osprey, King Fisher, Wood Ducks, Deer etc. that all use the river to feed and raise their young. As soon as the weather starts getting nice and more people start showing up along the river there goes the wildlife.

We have sufficient access to the Tualatin now with all the parks and everyone can float down the river whenever they want. Leave some areas alone for the natural vegetation and wildlife or there won't be any and that's what makes our area special to live in.

How can you just adopt a trail plan that includes going across privately owned property? That's why we live here, to protect some areas of the river from becoming overrun and losing something of more value.

January 24, 2010: Minutes from Willamette Neighborhood Association 11/11/09

6. West Linn Trail Master Plan- Jerry Offer reported. City will hire consultant to help work with the community to get input to formulate a new master plan. Participation will be in workshops and there will be web input possible as well. Plans are not for meeting with each NA but rather regional meetings.

Discussion. Primarily a pedestrian focus- bicycle trails are a part of the transportation master plan. The goal is to map specific alignment, purpose, and type of trail and connections to regional trails. A comment was made about the importance not just of recreational trails but trails to actually get people to somewhere they want to go. WNA priorities were identified

Willamette river trail connecting Willamette to central West Linn (Ken Worcester has been working on obtaining easement from the mills and PGE) an alternate route is higher, closer to Willamette Falls Dr along the old sewer line/trolley line, starting at the north extension of 5th Ave- part of that line is through private property and easement is in process still. Dollar St to Fields Bridge Park along bluff above cove through what is again school property.

Tannler to N Willamette improve access to N Willamette Park and increase usage.

Extension of the centennial path through Willamette Park

Plan: more discussion in Jan/Feb

January 22, 2010 3:55PM: resource for helping with this public discussion

<http://americantrails.org/>

January 22, 2010 3:47PM: trail plans, strategy should include other city strategies
Emergency planning is probably low priority during this economically stressful period --a matter of returns now versus risky returns later (emergencies that may or may not happen). It would be nice to have emergency planning criteria (strategies, priorities etc) included in all plans that the city makes (see part III of the TV Fire and Rescue Strategic Plan 2009 under Strategic Goals and Outcomes (http://www.tvfr.com/aboutus/Docs/2009TVFRStrat_Plan.pdf page 10) "Enhance preparedness for catastrophic and unforeseen events").

For example, with the WL trails planning, wouldn't it be useful to have critical paths (ones that do not mirror roads) be wide enough to allow an emergency vehicle to pass? These would be useful to extend the reach of available emergency (and volunteer) services. I can see these being valuable access roads to "remote" areas for faster and more complete response in the event of various emergencies from wildfires (think California) to landslides, floods, plane crashes etc

The solution method of dividing and conquering in planning is less effective when the individual planning efforts, such as the master trails plan, do not consider the strategic plans of the other efforts of the city and region.

January 16, 2010 11:59AM: Alternative Trail T8

I like T8! What a great trail, IF you can get it to happen.

The trail that follows the creek runs through a homeowner association with private streets. This will not fly even though it appears like a wonderful place to put a trail and provide connections.

Is the plan saying that the City will enter into negotiations to acquire the needed ROW's or is this just pie in the sky?

By the way, I like the trailhead at T8. But this is outside the growth boundary and on private property, is it not? Is this alignment even practical?

January 16, 2010 11:54AM: Palomino Loop Trail

The palomino loop trail is heavily used, by what I have witnessed, by people who respect nature and cherish being off the streets.

I think the City has a bigger issue in paying for maintenance of the trail and stopping residents from obstructing the trail than they do from incidents needing police involvement.

Access should be restored as it was originally intended, as shown in the platting of the neighborhood. Also, the more eyes you have on the trails, accompanied by a paved trail with low level lights, would increase use and further deter mischief.

January 16, 2010 11:45AM: Re: Burnside to Mary S. Young

There is currently confusion between the different agencies on property rights versus public rights and commerce. Some of these laws go back to when the state was formed.

Much of the confusion stems from different interpretations of the law, unclear hierarchies, what stewardship is, enforcement abilities, and lack of clear authority.

Just the definition of the water level alone makes this issue a difficult one. Add in some of the very steep terrain and 'cliffs' that are there, I can see how property owners get all concerned about trespassing.

The question is not condoning or ignoring, as you have stated. This is not how the question should be framed. The question is how does the planner and City maximize water access to the public (Which is mandated by the state) and still protect the rights of the property owners.

I think that the trail connecting the two parks is important and adds value to not only our community, but to the areas homeowners. I think the first thing the City would do is look to METRO and the state to clarify the laws intent. Secondly, what is the City trying to accomplish with the trails? Thirdly, what is the mission and objectives of the Willamette Riverkeepers? Lastly, what rights do the residents have to protect 'their individual' sense of privacy?

And what do we do with residents, if there are any, who have actively blocked off access to the river by an apparent illegal takings of City property?

January 16, 2010: User Definition

Trail Users needs the addition of "pets" added to the pedestrian definition.

I see more pedestrians of all ages with their 4 legged companions, including Councilor Scott Burgess on one occasion. This should be put into the definition so the issue might be addressed properly.

And it might get a higher priority and more discussion above in line skaters. This category should be broadened and lumped together in their own category like "wheeled mobility". Bicycles, in line skaters, skateboards, and segways would be in the same category. In some municipalities, the trails are divided into two types. One for foot and paw, and the other for hoof and tire.

It would seem to me the the user definitions are not comprehensive enough to perform an adequate study with.

January 12, 2010

I am a resident that lives on Apollo Road and my home backs to the Palimino Trail. As a resident of the area I want the trail to be left AS IS. The increase of foot traffic and people using the trail that do not live in the neighborhood is not a desirable outcome to anyone that has a property backing to this trail. Please listen to the residents that LIVE and own properties on this trail and leave the trail as it is.

January 9, 2010 8:41PM: Trails through Robinwood park

It would be great to further develop (widen and cover with gravel) the informal trail connecting Robinwood park with Arbor via the city owned house at the corner below Burgerville. This provides a great link the the trail entering Marylhurst and then down to Old River road. It makes for a nice car free loop.

January 9. 2010

Please leave trails natural. It's pretty and much better for the knees and hips. Wish debris like limbs that have fallen would be cleaned up by the city of West Linn (off Pimlico).

December 18, 2009 8:13PM

The map shows a trail connecting the two parks that is along the river. Most property owners there own to Ordinary Low Water. The trail must be built above Ordinary High Water. This means that people walking on the trail will be trespassing if they leave the trail to walk down to the river. Will we condone the trespassing? ignore it? buy all the land to OLW?

December 13, 2009 8:11AM: Proposed T1 Trail

Trails should never be allowed through privately owned property.

December 13, 2009

The police have been called repeatedly regarding illegal activity on the Palomino Loop Trail but they often refuse to provide incident numbers or investigate reports of vandalism, trespass, underage drinking, destruction of city property or dangerous dogs allowed to run loose. There is no official record of these problems because of the practice by the West Linn police department to refuse to investigate or assign an incident number. How can the people who have been exposed to these issues regarding current trail use, provide their concerns for inclusion in the decision making process?

December 5, 2009

The opportunities that are scheduled to provide input and comments are not inclusive to all citizens as many of members of the community do not celebrate Xmas and do not plan on attending these events. Please schedule an open house in a non religious setting that is inclusive of all citizens.

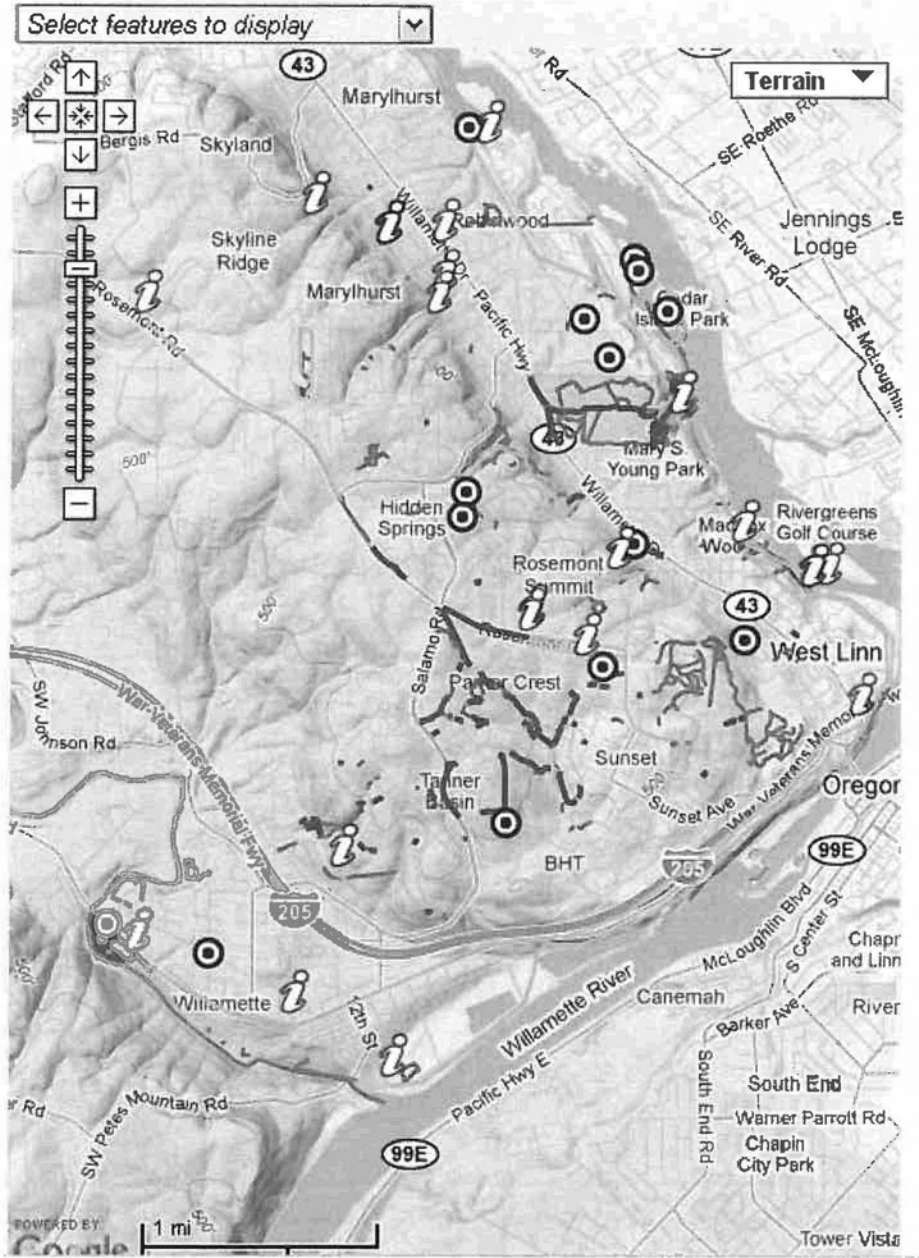
December 5, 2009

I would like to participate on the trails committee.



Comprehensive Trails System Master Plan
WEBSITE PUBLIC INVOLVEMENT- MAP INPUT

On-line Map of Public Comment December 2009 to March 2010



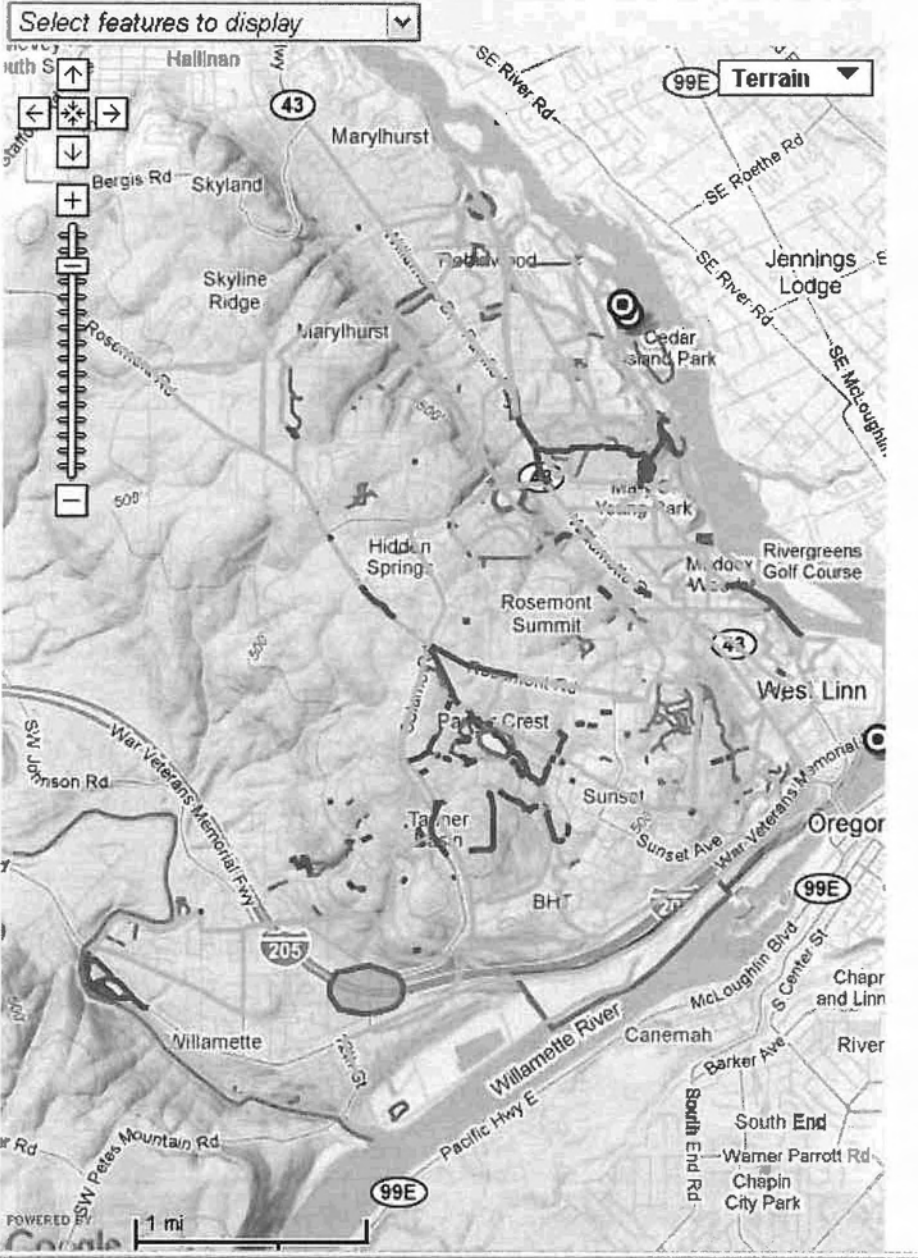
Google Earth KMZ files available digitally from the City.

Summary of Comments December 2009 to March 2010	
*Incomplete comments due to export function of files. Complete comments in electronic files are available from the City.	
Pop Up Bubble Title	Comment
Let's Make This Connection	Lake Oswego bike lanes and trail along the river
Palamino Park	
Not exactly here	this is the pool and tennis courts
Ridge Lane Local Trail	Ridge Lane Local Trail - The Ridge Lane right-of-way west of Ireland is undeveloped for about the length of a city block. A local trail could be easily built on this r-o-w. This would make it possible to walk from Summit
Ostman Sidewalk	Ostman Sidewalk - There is an entire neighborhood that would be within easy walking distance of Willamette Village and the new Fields Park if two short sections of sidewalk were added to the existing but incomplete sidewalk on O
Connection needed	Connection needed - Connect Vista Ridge south to Haskins Road east of Salamo-- Scott Burgess 2010-02-07 19:49:05
Footpath So. from boatlaunch and north of kayak easement	Footpath So. from boatlaunch and north of kayak easement - Existing path skirts a sensitive Canadian Goose nesting area around a seasonal pond, also many species of small frogs and ducks. Keeping trail in same place or even farther
Off leash trail?	Off leash trail? - We are enjoying all the work the volunteers have done on these trails. The park is great to walk with our dog. It would be wonderful if we could have one or two of the trails where we could take our dogs offle
No Bridge Here	No Bridge Here - This trail does not work unless a bridge is installed between Cedaroak Island and the land near the boat ramp. Adding a bridge here will prevent owners on the slough from using boats and docks. Additionally the
Skyline Drive	Skyline Drive - Need sidewalk along entire length of Skyline Drive - important connection between neighborhood and need a safe route to school-- Roger Shepherd 2010-01-17 18:17:15
Water Treatment Plant	Water Treatment Plant - Need connection between Kenthorpe Way and Mapleton Drive through the Water Treatment Plant property-- Roger Shepherd 2010-01-17 18:05:26
Willamette River Greenway	Trail Name: Willamette River Greenway Trail Type - Over 15 years ago there was a Robinwood Neighborhood Assoc meeting in which Roy Nippert got agreement from the City not to permit access to the west spit (channel side) on Ceda

Private Property	Private Property - The property located at the end of Katherine Ct is privately owned and has been determined by Metro to be Class 1 riparian; the highest-value habitat and should not be disturbed. Map:31E03AD012000 should n
Hillclimb Trail	Hillclimb Trail - Need to finish trail connection here and possibly a bridge- - Roger Shepherd 2010-01-12 20:39:12
	Buck Street to Summit Street Trail - Most of this trail was built many years ago. The middle section of the trail needs a bridge across the creek to connect the upper and lower portions. This would make a direct connection between
Connect to Hood Street	Connect to Hood Street - can a connection from Burnside Trail be made to somewhere near the library on Hood Street? -- Darrin Stairs 2010-01-13 07:52:36
Maddax Woods - Library Trail	Maddax Woods to Library Trail - There is already a rudimentary trail most of the way to the library. The Hood Street end of the trail needs to be built and a bridge needs to be added. I understand that volunteers were ready to
Map Transcription #1 from 12/2009 Public Intercept	Map Transcription #1 from 12/2009 Public Intercept - Trail connection. -- John Admin 2010-02-04 15:40:22
	Map Transcription #10 from 12/2009 Public Intercept - Trail -- John Admin 2010-02-04 15:37:58
Map Transcription #11 from 12/2009 Public Intercept	Map Transcription #11 from 12/2009 Public Intercept - Walking trails along waterways and rivers with loops. -- John Admin 2010-02-04 15:39:22
Map Transcription #2 from 12/2009 Public Intercept	Map Transcription #2 from 12/2009 Public Intercept - Keep trails non-paved. -- John Admin 2010-02-04 15:40:07
Map Transcription #3 from 12/2009 Public Intercept	Map Transcription #3 from 12/2009 Public Intercept - No trails. -- John Admin 2010-02-04 15:39:55
Map Transcription #4 from 12/2009 Public Intercept	Map Transcription #4 from 12/2009 Public Intercept - Trail. -- John Admin 2010-02-04 15:39:44
Map Transcription #5 from 12/2009 Public Intercept	Map Transcription #5 from 12/2009 Public Intercept - No sidewalk. -- John Admin 2010-02-04 15:39:34
Map Transcription #6 from 12/2009 Public Intercept	Map Transcription #6 from 12/2009 Public Intercept - Off-street trail. -- John Admin 2010-02-04 15:39:05
Map Transcription #7 from 12/2009 Public Intercept	Map Transcription #7 from 12/2009 Public Intercept - Informal trail. -- John Admin 2010-02-04 15:38:46

Map Transcription #8 from 12/2009 Public Intercept	Map Transcription #8 from 12/2009 Public Intercept - No sidewalk. Trouble walking. -- John Admin 2010-02-04 15:38:33
Map Transcription #9 from 12/2009 Public Intercept	Map Transcription #9 from 12/2009 Public Intercept - Trail -- John Admin 2010-02-04 15:38:11
Marylhurst Sidewalk	Marylhurst Sidewalk - Sidewalks are essential on Marylhurst at least up to View -- Thomas Boes 2010-02-18 08:56:36
Ridge Lane Local Trail	Ridge Lane Local Trail - A local trail could be built on the one block section of undeveloped Ridge Lane ROW. This would make it possible to walk from Summit street to Wild Rose on a low traffic side street parallel to Rosemont
River Rd to Mark Lane	River Rd to Mark Lane - Can go from George Rodgers Park LO River Rd to Mark Lane via existing streets that parallel the river. Same for Mark Lane to Failing then Maddox Woods to under I205 to Willamette area. --
View Corridor - Skye	View Corridor - If you can get from Skye to Skyland Cir via Leigh you can get from Hidden Springs to Stafford along the View Corridor. -- Thomas Boes 2010-02-18 09:01:49
View Corridor connection	View Corridor - A connection between neighborhoods Hidden Spr. to Robinwood to Skye Pwy. -- Thomas Boes 2010-02-18 08:44:17
View Corridor ROW	View Corridor - There appears to be contiguous easement or R.O.W. connecting Kantara to Wildwood. Connection could be established between three neighborhoods. -- Thomas Boes 2010-02-18 08:48:52
View Corridor	View Corridor? - Does this R.O.W. still exist? -- Thomas Boes 2010-02-18 08:27:09
View Drive Corridor	View Drive Corridor - Currently there is no reasonable means of getting from 43 to Rosemont by foot or bike. Maps show an old ROW extending View Drive to Sky Parkway. This might be a good place to create a gradual climb.
View to Kantara	View to Kantara - A connection from View to Kantara should be investigated. It would create a path to Robinwood Village via Wailing. -- Thomas Boes 2010-02-18 08:38:24

On-line Map of Workshop 1 Map Transcriptions



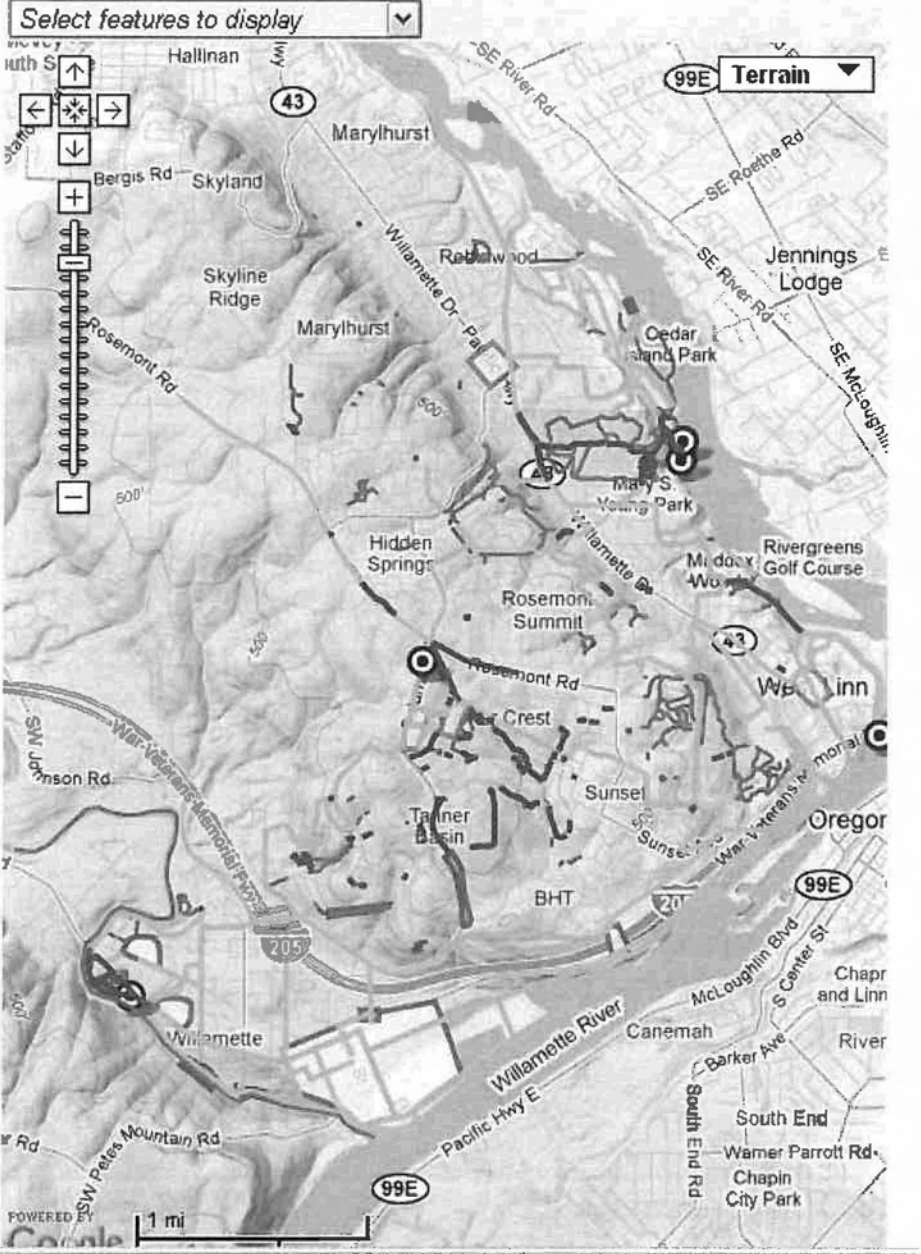
Google Earth KMZ files available digitally from the City.

Workshop 1 Table Map Comments	
Group	Comment
Group 1	Opportunity Written comments: Bike/Walk Route Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Connection to Cedaroak Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Old River Road like what Lake Oswego did for walkers and bikes Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Stains Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Utility Easement? Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Bike and Joggers Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Peds/Bike Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Peds/Bike Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Peds/Bike Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: #1 Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: #2 Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: #3 Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: Solar Hwy, Savanah, Oak Event: Workshop 1 - Feb. 16, 2010
Group 2	Issue Written comments: L.O. Property Event: Workshop 1 - Feb. 16, 2010
Group 2	Issue Written comments: This is Private not public Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Bring in Sand or Jetty Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Connect Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Connect these two neighborhoods Event: Workshop 1 - Feb. 16, 2010

Group 3	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Need Connection Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Beautiful Palomino Outlook Trail Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Pool Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Clean Up Entry Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Access at some point along here to the River Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Kayak Put in Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Kayak Parking Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Kayak Parking Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: 10 mile run Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: George Rogers Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Pedestrian with Stakeboard going to Skatepark Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Route to Library and shopping Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Run Entire Park 3 times Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: bicycle from home to work on Barbur Blvd Event: Workshop 1 - Feb. 16, 2010
Group 4	Issue Written comments: Dangerous Area Event: Workshop 1 - Feb. 16, 2010
Group 5	Opportunity Written comments: Access from Robinwood or School through MSY Event: Workshop 1 - Feb. 16, 2010
Group 5	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 5	Opportunity Written comments: Steep Event: Workshop 1 - Feb. 16, 2010
Group 5	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010

Group 5	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010
Group 5	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010
Group 5	Issue Written comments: Unsafe X-ing Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: Corridor up hidden springs to new middle schools Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: High School Connection up the hill needed Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: new trails Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: trail connections Event: Workshop 1 - Feb. 16, 2010
Group 6	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010

On-line Map of Workshop 2 Map Transcriptions



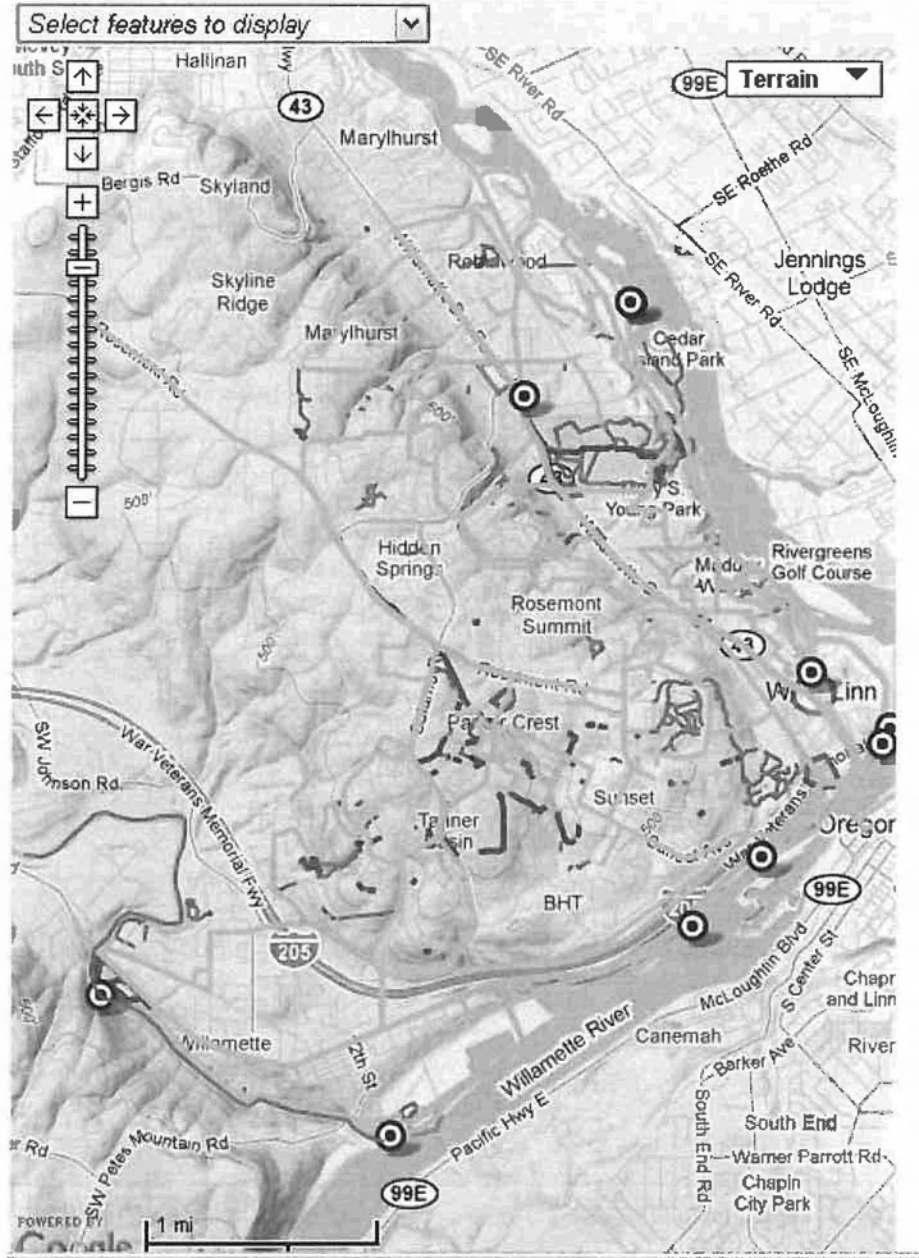
Google Earth KMZ files available digitally from the City.

Workshop 2 Table Map Comments	
Group	Comment
Group A	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: High School Students use this Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: High School Students use this, Dangerous for Pedestrians Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: very busy street Event: Workshop 2 - Feb. 22, 2010
Group A	Issue Written comments: Be aware that water levels very greatly over the year Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: Lots of Kids. New Development Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: Popular for Dog Walking Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: Lots of kids Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: no Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Connect to LO trail on River Road to George Rodgers Park Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group A1	Issue Written comments: Not a good Area for a trail head because of fishing traffic Event: Workshop 2 - Feb. 22, 2010
Group A1	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010
Group A1	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010
Group A1	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe Kayak Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe/Kayak put in Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe/Kayak put in Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe Kayak Event: Workshop 2 - Feb. 22, 2010
Group B	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010

Group B	Opportunity Written comments: Safe Walk to Shopping Event: Workshop 2 - Feb. 22, 2010
Group B	Issue Written comments: Private Property Riparian. Highest value habitat. Event: Workshop 2 - Feb. 22, 2010
Group B	Issue Written comments: need a blinking light Event: Workshop 2 - Feb. 22, 2010
Group C	Opportunity Written comments: High level of use especially for youth, views place for lookout Event: Workshop 2 - Feb. 22, 2010
Group C	Issue Written comments: Doesn't connect to anything too narrow for trailhead. no trail from Hall Street Event: Workshop 2 - Feb. 22, 2010
Group C	Issue Written comments: Barrier Event: Workshop 2 - Feb. 22, 2010
Group C	Opportunity Written comments: More sidewalks for children in Willamette area Event: Workshop 2 - Feb. 22, 2010
Group C	Opportunity Written comments: Unpaved should be paved - Major connection Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike Lanes Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike Lanes to Athey Creek Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike and Sidewalks Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike sidewalk Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Connect city parks Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Connect city parks on existing park land/public open space Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Continue sidewalk Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: High priority. Locate trail 50+ feet from homes Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Improve path with bridges Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Short Trails, Major Needs, connect neighborhoods to Field Br. Pk. Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Sidewalks or path Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Signalized Crosswalk Event: Workshop 2 - Feb. 22, 2010

Group E	Opportunity Written comments: Very high Priority to link Willamette Parks and Locks and High School Event: Workshop 2 - Feb. 22, 2010
Group E	Issue Written comments: Riparian/Private Property Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Investigate under crossing of I-205 adjacent to creek Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, (streets), Bike path on paved to Fields Bridge Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, Trails where it makes sense Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, from school to ice cream Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, under the bridge Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 7th Grader Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 7th Grader, Middle School to Fields Bridge Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 7th Grader, Solar, Savannah Oaks Trail Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: Identify a route for to grocery store - #6 to safeway green Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: Identify a route to library - green, home on the blue #5 Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: Recreational Bicyclist Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: identify a route for a ride - #5 Blue, from home near sunset Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Roles: Recreation Bicyclist and 5th Grader, bike with family Event: Workshop 2 - Feb. 22, 2010
Group Z	Issue Written comments: Difficult Crossing A Event: Workshop 2 - Feb. 22, 2010
Group Z	Issue Written comments: Danger Crossing C Event: Workshop 2 - Feb. 22, 2010
Group Z	Issue Written comments: Difficult Crossing B Event: Workshop 2 - Feb. 22, 2010
Group Z	Other Written comments: Future Pool Event: Workshop 2 - Feb. 22, 2010
Group Z	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010

On-line Map of Workshop 3 Map Transcriptions



Google Earth KMZ files available digitally from the City.

Workshop 3 Table Map Comments	
Group	Comment
Group 1	Opportunity Written comments: All weather day/nite Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Alt to Rosemont Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Bolton N.A. Plan Route Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Conn. to O.C./McLough. Prom. Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Infill missing links Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Major walk/jog rte. connectivity consitant street x-section. Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Missing Sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Need Sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Running route Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Safe routes to School Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Transit Access Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: no sidewalk (transit need access) Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Kayak Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Secure bike pkg. for transit riders Bus Rack fills up in O.C.) Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Secure bike pkg. for transit riders Bus Rack fills up in O.C.) Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Kayak Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 1	Issue Written comments: Difficult ped area Event: Workshop 3 - Feb. 24, 2010
Group 1	Issue Written comments: Example: ADA ramps not in line w/ sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Continue sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010

Group 2	Opportunity Written comments: Nature Trail Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Safe Bike Access to WLHS Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Sidewalks needed from Park to Town. Shoulder/bike lane to Athey Creek MS Event: Workshop 3 - Feb. 24, 2010
Group 2	Issue Written comments: Light Event: Workshop 3 - Feb. 24, 2010
Group 2	Issue Written comments: Better ped, bike, and auto Event: Workshop 3 - Feb. 24, 2010
Group 2	Other Written comments: Old Sewage Plant? 2 houses and pump house now Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #1. Move Bus Barn & Recycling Center to widen for bike path, walking trail, viewing center along wlk Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #2. Army Corp of Engineer - Grant for development, enhancement of riverways, training center. L.O. Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #4. Sunny Trail and through Oak Savannah Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: View Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #3. Possible Kayak/Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: Viewing Platform Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: Viewing Platform Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: Bike path & Sidewalks along the whole path Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: Bike route #2 Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: Needs Sidewalk on eastside Santa Anita from Hidden Springs to Horton Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: This is the existing Palomino Trail pathway, utilizing city sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: no sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Bike Path Event: Workshop 3 - Feb. 24, 2010

Group 5	Opportunity Written comments: Create safe route to connect to 3 Rivers Trail. Improve for bicycling. Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Potential Bike Route Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Safer School Routes Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Safety? Safety concern creepy area Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Walk Running Path Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Walking Running Paths Event: Workshop 3 - Feb. 24, 2010
Group 5	Other Written comments: Aquatic Park Facility Event: Workshop 3 - Feb. 24, 2010
Group 5	Other Written comments: Retail Event: Workshop 3 - Feb. 24, 2010
Group 5	Other Written comments: Retail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Bike Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Multi Use Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Pedestrian Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Pedestrian. Interpretive Solar Trail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Water Trail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Water trail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Bus Dist. Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Bike Lane Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Hi Walk/Bike. very dangerous Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Multi use connection to Oregon City trail/ connect to Trolley Trail Event: Workshop 3 - Feb. 24, 2010

Group 7	Opportunity Written comments: Off Road Passage Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Old River Access. Park for easy access flat Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Trail Exists? Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Non-motorized boat launch Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Non-motorized boat launch Event: Workshop 3 - Feb. 24, 2010
Group 7	Issue Written comments: Control Intersection Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Bike Path to Wankers Corner Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Bike to Stanford Regional Trails System Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Foot Path Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Foot and bike connector Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Foot path. To L.O. Goerge Roger Park. Tryon Creek Park L.O. Trolley Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Improve Bike Lane Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Primarily foot path Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Canoe Kayak Event: Workshop 3 - Feb. 24, 2010

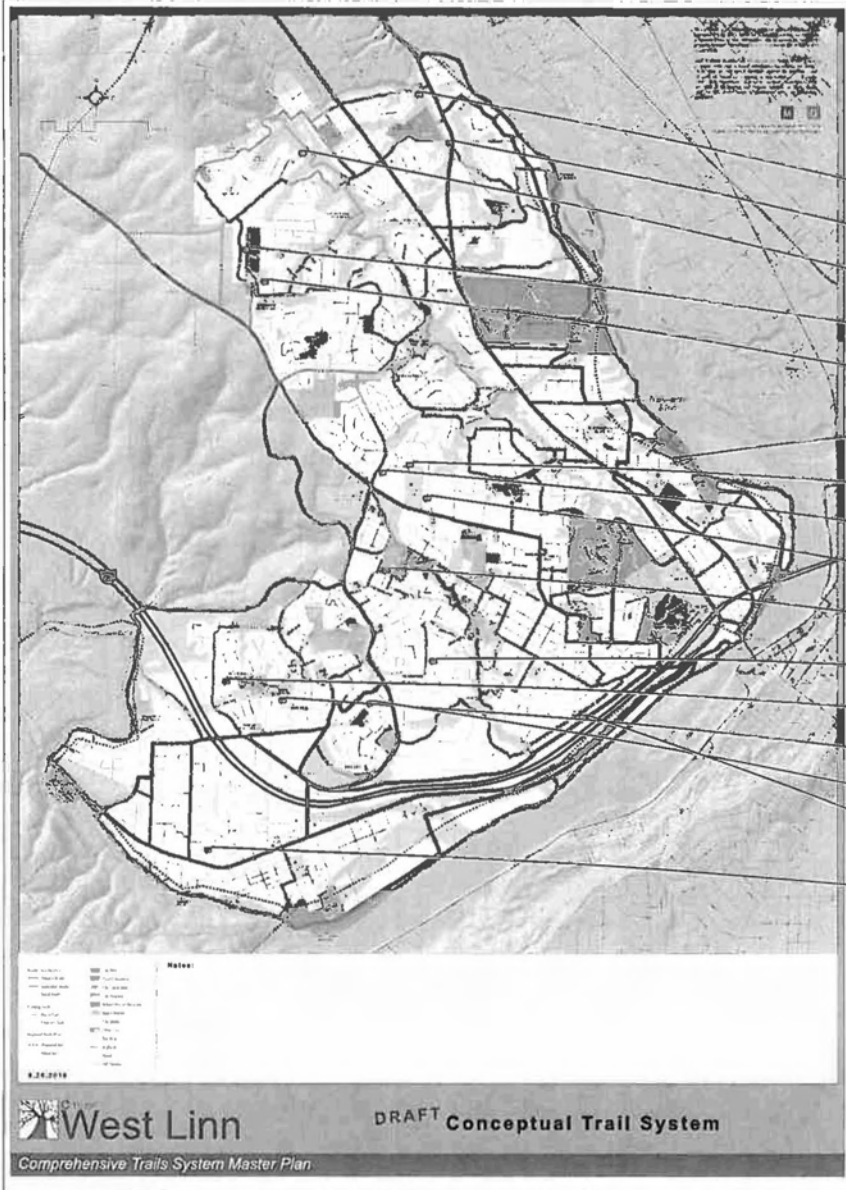


Comprehensive Trails System Master Plan
ONLINE & PDF TRAIL CONCEPT MAP COMMENTS

Last Modified Time	Route preference:	Route ID	My comment mostly has to do with a route(s) to or near a (select one or more):	My comment relates to (select one or more):	Please provide your comment in the box below. When finished, click "submit".
10-Nov-2010 06:29:00	A primary route		Other	Access (ie. property ownership, land availability)	The overall plan should increase connectivity between the neighborhoods. It should allow people to get from one place to another without having to use a car all the time. Increasingly, the truly sustainable communities will be those that are pedestrian friendly and offer people alternative modes of transportation other than just cars. Trails will become a significant part of the cities transportation plan in the future.
03-Nov-2010 10:01:14	A primary route	add extension - new	Other	Safety (ie. road crossing, visibility), Connections (ie. linking trips to home or school), Other	Please add a blue line to extend the Willamette Falls Trail through the unincorporated area. It is shown that way for Rosemont Rd. Willamette Falls Drive is a very popular biking route with no bike lanes and it is dangerous for the bikers and the drivers that go over the lines to avoid them! This inclusion would facilitate working with biek groups, County roads etc to add bike lanes. Thanks
01-Nov-2010 09:24:13	A local route	Add 9th St in Willamette Area	Home(s), Park/open space/waterway, Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Slopes (ie. topography)	Please add 9th Street for access to Willamette Park. It is close to neighborhood and safer for kids than the eastern road shown. It is used heavily by boaters with trailers and is not safe for pedestrians and bikes - but it is a great route - up hill good exercise, good link through wetlands scenery etc. Just needs pedestrian and bike facilities so boater haulers don't run us off the road - Access to park is great and direct. Good alternative to through the park traffic.
01-Nov-2010 09:16:16	A secondary route	Dollar St - Click it tells me Salamo (wrong)	Home(s), Park/open space/waterway, Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Connections (ie. linking trips to home or school)	I suggest Dollar Rd (secondary) be extended to the trail under the Fields Park Bridge and the historic area there. This is a good connector, safer then cross at 43 and connects to the park. On the map, when I click on the Dollar St orange segment it describes it a Salamo - so there must be an error
29-Oct-2010 15:18:42	A primary route		Home(s), School(s), Park/open space/waterway	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	Not showing trail from Cedaroak School into MSYoung Park along the old trolley route, connecting to your 5033-017. The Robinwood Neighborhood Association is vigorously advocating reopening the access from Kenthorpe to Mapleton that the City of Lake Oswego closed through their water treatment plant yard, and omitting this key connection for safe school access in inexcusable. Where is the connection from Mapleton into MSYoung Park? It was drawn on the maps at the public meeting. Who is deciding to ignore it?
29-Oct-2010 15:11:25	A local route		Park/open space/waterway	Access (ie. property ownership, land availability)	At detail provided, not certain if you were showing the connection from River Edge Court to the Willamette River. Your drawing appears to create a different connection further north.
26-Sep-2010 13:03:14	A primary route	P-1	Park/open space/waterway	Environment (ie. trees, wildlife), Slopes (ie. topography)	A primary trail along the river would be disruptive to an environmentally sensitive area, particularly south of MSY Park. Please consider making this a secondary trail, more like the bark dust trails in MSY
24-Sep-2010 17:40:38	A primary route	P-1	Home(s)	Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Slopes (ie. topography), Connections (ie. linking trips to home or school)	You have maintained P-1 as a primary route across private proerty and through terrain that is not at all feasible.. and clearly in all 3 public meetings I attended the voice was clearly against this.. did you listen ?
24-Sep-2010 15:11:24	A secondary route	S-D5	Park/open space/waterway	Access (ie. property ownership, land availability)	Open up the trail already. There have been homes that have been turned over to the banks and are sitting empty. The City should go in their and reclaim those trails as indicated on the titles. And then help those homeowners who cannot refinance because they infringe over the trail areas.
24-Sep-2010 09:35:36	A secondary route		Home(s)	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	It would be nice to build the trail from the library down to the Maddox Woods trailhead. My family walks down there from Bolton all the time and walking on the road with no sidewalks and with sharp curves isn't the safest.

Last Modified Time	Route preference:	Route ID	My comment mostly has to do with a route(s) to or near a (select one or more):	My comment relates to (select one or more):	Please provide your comment in the box below. When finished, click "submit".
12-Sep-2010 21:38:33	A primary route	P-3	School(s), Park/open space/waterway	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	Missing is a major link between Kenthorpe and Mapleton through the the City of Lake Oswego Water Treatment property. This provides better access to Cedaroak School for students along Mapleton and access to Mary S. Young Park for people living on and north of Kenthorpe. An alternative to the Primary Route along Old River Road south of the intersection with Trillium for southbound pedestrian and bicyclists could be to travel south along Trillium, cross over to Kenthorpe, cross over to Mapleton through the Water Treatment property, then an easement is needed to enter Mary S. Young Park in the vicinity of the Railroad Trail. the intersection of Old River Road and Willamette Drive for southbound bicyclist is very dangerous, causing them to travel on the wrong side of Willamette Drive to enter MSY Park.
12-Sep-2010 21:26:47	A secondary route		Park/open space/waterway	Connections (ie. linking trips to home or school)	Missing is the link between Burnside Park and Renaissance Open Space along Buck Street. I believe this was known as the Hillclimb Route in the Parks Master Plan. This should go along Buck Street west from Burnside Park to Elliott Street, south to crossing of Willamette Drive at traffic signal, east through open space to Caufield Street, through an unconstructed ROW to Hammerle Street, proceeding west to Renaissance Open Space. This will provide an east-west connection where one is needed.
10-Sep-2010 09:45:05	A primary route	All	School(s), Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	It is far more important to provide/connect sidewalks to allow students to get to school safely than it is to spend money to add or upgrade any of the trails.
10-Sep-2010 09:41:23	A primary route	S-D5	Home(s), Street/intersection, Other	Access (ie. property ownership, land availability), Other	There is no trail behind the homes on Palomino Way north of Pimlico. The trail in this area is on the sidewalk connecting directly with Palomino Park. Also, Palomino Park is not on Clubhouse Circle. It is at the north corner of Palomino Way.
04-Sep-2010 22:07:56	A primary route				too bad it doesn't work...
03-Sep-2010 13:27:21	A secondary route	s-c	Home(s)	Access (ie. property ownership, land availability)	is there a plan to develop a trail for this segment, or leave it as an open corridor?
27-Aug-2010 20:54:59	A primary route			Access (ie. property ownership, land availability)	I opt to leave this segment as is with no established trail With primary trail along the river, who owns the land between the trail and the river? If it is not owned by the city, how is the property owner protected from the inevitable trespassing?
27-Aug-2010 16:21:57	A primary route	P-13	Home(s)	Access (ie. property ownership, land availability)	Since when did the river trails become primary trails? I've been following this process all along, and have seen nothing until this point that you plan to violate the property rights of river front homeowners in the city. This is unacceptable. I realize my stance is a NIMBY one, but how would you like it if you PAID for a pastoral view of a beautiful river and trees, and under this plan would be stuck with continual bike and pedestrian traffic, litter, and noise across your formerly peaceful back yard?
27-Aug-2010 15:57:55	A secondary route	S-N	Home(s), Park/open space/waterway	Safety (ie. road crossing, visibility)	We live on 13th street and my kids love going to Willamette Park. But crossing Tualatin Ave. is SCARY! Cars rarely observe the 25MPH speed limit coming down from Pete's Mtn. Road. And it's a blind corner as cars speed down from 12th. Cars almost never stop at the cross walk at 13th, making this a very unfriendly and unsafe place for anyone going to the park. I would love to see speed bumps, flashing lights...even a stop sign to allow pedestrians to cross over to the park safely!

Last Modified Time	Route preference:	Route ID	My comment mostly has to do with a route(s) to or near a (select one or more):	My comment relates to (select one or more):	Please provide your comment in the box below. When finished, click "submit".
21-Aug-2010 09:41:24	A secondary route	S-B	Street/intersection, Other	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	This route should be improved and paved to provide emergency egress to and for the citizens of West Linn. At this time the northern most egress for emergency response, i.e. escape from West Linn is at Carriage Way. There is no escape or egress to and from the Skyline Ridge area. This traffic is shunted onto the substandard streets, Valley View and Suncrest Rd. between Hillcrest and Carriage Way. Suncrest Rd. is 21-22 ft. wide at the intersection with Valley View. At last count (over 5 years ago) 1500 cars passed this intersection daily. It is a residential intersection, with a permitted senior foster care home on the SW corner. In the case of an emergency requiring flight from WL, the egress at this corner would be impassable. Please improve the overall safety of West Linn by providing a northern escape/egress route from the city to Rosemont Rd. through the intersection S-B.
21-Aug-2010 09:33:52	A secondary route	S-C	Park/open space/waterway, Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Connections (ie. linking trips to home or school), Other	The intersection at Carriage Way and Marylhurst Park (currently under construction) is a natural area for parking for the Park, and transit pick up. The paved half-moon cut-out has been in existence since my move to the neighborhood in 1993. The blocked entrance to Kaptyns St., originally a emergency entrance into the neighborhoods should be opened as a through street to alleviate the traffic on Carriage, Suncrest and Valley View. The last two streets heading N and W are narrow, have open drainage and few sidewalks.
21-Aug-2010 06:56:51	A primary route	P1	Home(s)	Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Slopes (ie. topography)	This proposed PRIMARY ROUTE clearly did not take in to consideration the overwhelming input from Feb public sessions to NOT consider locations across existing private property, did NOT consider maintenance and upkeep of a trail, and did NOT take in to consideration topography. It is the same route that was on original proposal as far as I can tell, so all I can conclude is that input was not listened to. Although this is an anonymous input, I would like to be able to speak with some one in a decision position regarding this.
20-Aug-2010 23:39:23	A local route	503001	Park/open space/waterway	Other	We love and use often the Pet Exercise Area at Mary S. Young. The off leash area has been so beneficial to our adopted dog. He came home with us from the shelter not knowing how to socialize with other dogs or how to play. By going to this park he has learned how to greet and recognize other dogs and how to play some simple games with them. There is no where else we could have had this opportunity with so many different dogs. It is always kept so clean and tidy and the dog owners are so careful to keep all the dogs together in a friendly environment. I wanted to say thank you for such a great place.
20-Aug-2010 20:29:12	A primary route	P-5	Home(s), School(s)	Connections (ie. linking trips to home or school)	An bike path exists along both sides of West A Street. Why is this route listed as "Proposed"?
20-Aug-2010 20:25:13	A secondary route	S-H	Park/open space/waterway	Connections (ie. linking trips to home or school)	Burnside Park and Maddax Woods are reverse identified (switch labels). Missing is a desired link between Maddax Woods and the Library, voiced several times in the public workshops. This would provide a valuable link through beautiful property and a nice alternative to the difficult to build pathway along Burns Street.
20-Aug-2010 17:03:37	A primary route	P-1	Park/open space/waterway	Connections (ie. linking trips to home or school)	This proposed Willamette River Greenway path is the key to linking west West Linn to central and north West Linn. It would be amazing if West Linn youth and adults could walk from the Willamette neighborhood to the Bolton neighborhood and beyond without having to get on or near dangerous Willamette Falls Boulevard.
18-Aug-2010 11:12:38	A primary route	P-13	Home(s)	Access (ie. property ownership, land availability)	I own a home directly adjacent to the river and will never agree to have a trail through my back yard.



Summary of Comments on App_C_Parks_Board_Comments_083110.pdf

Page: 1

- | Author: | Subject: | Date: |
|---------|--|----------------------|
| | Sticky Note | 2/15/2011 5:54:16 PM |
| | add Arbor Drive unimproved row Right a way as local trail that connects to park | |
| | Sticky Note | 2/15/2011 5:54:37 PM |
| | add Arbor Drive Connection to Old River Drive as local trail | |
| | Sticky Note | 2/15/2011 5:53:36 PM |
| | between 2182 & 2197 Marylwood Ct connect to View Drive | |
| | Sticky Note | 2/15/2011 5:47:28 PM |
| | Michelin Ave as local connection | |
| | Sticky Note | 2/15/2011 5:47:38 PM |
| | add 1738 Gallery Way easement as local trail | |
| | Sticky Note | 2/15/2011 5:54:10 PM |
| | trail to follow unimproved ROW (Kinney St) one block to unimproved Hammerle Street (15 feet wide) through to Elliot and also turn left on Holmes to connect School and Hammerle Park | |
| | Sticky Note | 2/15/2011 5:50:45 PM |
| | connect local trail to Haverhill Court | |
| | Sticky Note | 2/15/2011 5:51:03 PM |
| | existing local trail Santa Anita to Haver Hill Court. Connect to Haverhill & Oppenlander between 6250 & 6260 | |
| | Sticky Note | 2/15/2011 5:53:44 PM |
| | Miles Drive to Oppenlander via Miles Ct. ROW existing trail | |
| | Sticky Note | 2/15/2011 5:50:36 PM |
| | local trail from Tanner CReek Park to 5232-008 exists | |
| | Sticky Note | 2/15/2011 5:53:53 PM |
| | add between 2525 and 2535 Lorinda court existing trail as local route | |
| | Sticky Note | 2/15/2011 5:48:00 PM |
| | Local Trail Connection via RoseMarie | |
| | Sticky Note | 2/15/2011 5:48:14 PM |
| | local trail using open space as access | |
| | Sticky Note | 2/15/2011 5:48:54 PM |
| | Connect Douglas Park with local trail | |
| | Sticky Note | 2/15/2011 5:53:29 PM |
| | local trail to connect | |
| | Sticky Note | 2/15/2011 5:54:03 PM |
| | add as local trail. High Touch - 19th already exists | |



Comprehensive Trails System Master Plan
TECHNICAL WORKING GROUP MEETINGS



City of
**West
Linn**

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Technical Work Group Meeting #1

JANUARY 21, 2010 ♦ 6 P.M. – 7: 30 P.M ♦ BOLTON ROOM , CITY HALL

A G E N D A

- 6:00 p.m.* I. **Welcome & Introductions**
- Introductions and Role of the TWG
- 6:05 p.m.* II. **Planning Process**
- Presentation
 - Draft Existing Conditions Report
- 6:30 p.m.* III. **Outcomes & Expectations**
- What are the factors for success for the plan?
 - What will assist most with plan implementation?
- 6:45 p.m.* IV. **Issues & Challenges**
- What are the biggest issues the trails plan needs to address?
 - What are the biggest challenges for the City in developing trails?
- 7:05 p.m.* V. **Strengths & Opportunities**
- What trails project have worked?
 - Where should trails be expanded?
- 7:25 p.m.* ***Next Steps & Close***



On January 21, 2010, the first Technical Working Group (TWG) for the West Linn Comprehensive Trails System Master Plan was held at the West Linn City Hall. The project team welcomed attendees and provided a presentation on the planning process and *Draft Existing Conditions Report*. Following the presentation, the meeting covered three general topics related to the planning process:

- Outcomes & Expectations;
- Issues & Challenges; and
- Strengths & Opportunities.

The following provides a list of TWG members that attended, as well as a summary of comments made during the meeting.

TWG Members in Attendance:

Alison Benski, citizen
Ray Kindley
Chuck Frayer, USFS
Bob Martin, West Linn Planning Commission
Zack Pelz, City of West Linn
Dennis Rickey, Public Safety Board, Oregon Anglers
David Rittenhouse, TAB
Roger Shepard, Parks Board/West Linn Trails Group
Ken Warner, City of West Linn
Michelle Wittenbank, Sustainability Advisory Board
Ken Worchester, City of West Linn

I. Outcomes and Expectations

The following were outcomes and expectations that members of the TWG discussed:

- Clarification of trails
 - Greater detail
- Alternative routes
- Submit trail alignments to neighborhood groups
- Eminent domain will not be used
- Metro plan coordination
- Project team is unbiased
- Student survey results
- Plan process – Public workshop during phase two
- Outreach to schools/other agencies
 - District property manager
 - Police dept. is represented on the TWG by the planning staff
 - B.T.A.

- New trail studies
 - Find new research

In addition, the following written comments were provided based on the agenda topics:

- *What are the factors for success for the plan?*
 - Looking at this plan beyond its ability to serve recreational interests, assigning equal priority to the transportation function served by moving pedestrians and bicyclists between commercial and residential zones, schools and parks;
 - Providing results/recommendations that are meaningful and will move us closer to developing a more livable, sustainable and enjoyable community; results in recommendations that can be implemented with anticipated level of staffing; results in recommendations that account for all user groups' needs and consider the recommendations of various other plans. (ex. CDC amendments that require dedication during subdivision or other development);
 - Viewing this plan with the same level of necessity as the transportation systems plan or other public utilities plan. The City of West Linn has expressed its desire for improved community livability through an ongoing commitment to parks, trails and open space planning. The trail refinement planning conducted as part of this work should be viewed as another way to implement the community's goals of livability.
 - Providing connectivity along existing low volume streets through the use of wayfinding and signage;
 - Creates safe and accessible street crossing standards and designs;
 - Minimizes environmental impact; particularly to the existing tree canopy, wildlife habitat and both fish-bearing- and non-fish-bearing streams;
 - Providing connections to transit stops and facilities;
 - Address the function of trails to serve multiple needs that change from day to day and season to season.

- *What will assist most with plan implementation?*
 - Establishing a need for trails that is mutually agreed upon by multiple shareholder groups;
 - Shared consensus among stakeholders about final recommendations; Recommendations should be consistent with previously adopted plans;
 - Early public involvement that establishes honest expectations for the plan; What can this plan do and what is this plan unable to do? Identify inevitable drawbacks to trails – property acquisition, trails next to existing residences, etc.;
 - Recommendations that are realistic, that have support from the community and that are fiscally constrained;
 - Recommendations should include amendments to the CDC to ensure plan implementation during development and redevelopment of the City.

II. Issues and Challenges

The following issues and challenges were discussed by TWG members:

- Hills/Topography

- N.I.M.B.Y. – Property Owners (also see “private property concerns” below)
- Pros plan conceptual trails may need to be readdressed (also see “potential ambiguity” below)
- Differing neighborhood concerns
- River trails
 - Private property concerns
- Potential ambiguity of trails concept – misconceptions of trails concept
- Unwilling sellers of trail alignments/property
- Maintenance
- Fire potential
- Contacting/addressing property owner concerns
 - Public educating public
 - Awareness (also see “getting the word out” below)
- Newer residents and information
- Getting the word out
 - As notice in water bill
- Lack of safe routes to school
- User conflicts
 - Lack of trail benefit studies (also see “trail benefit studies” below)
- Safety
 - Proximity to private property
- Use of ROW and City trails = liability
 - Unimproved ROW treated as sidewalk

In addition, the following written comments were provided based on the meeting agenda:

- *What are the biggest issues the trails plan needs to address?*
 - Bicycle and pedestrian connectivity between commercial and residential areas as well as schools and parks;
 - Providing safe, convenient and attractive connections to schools;
 - Steep terrain and erosive soils;
 - Securing the support of local leadership – City officials, Neighborhood Association groups.
- *What are the biggest challenges for the City in developing trails?*
 - Opposition from residents near the proposed trails;
 - Competing desires of multiple user groups;
 - Allocating funds to maintain these facilities at the appropriate levels over the long-term;
 - Property acquisition;
 - Steep terrain/adverse topography;
 - Environmental protections.

III. Strengths and Opportunities

Members of the TWG discussed the following strengths and opportunities:

- Willamette River property owners association
 - Partnership

- Existing City property
- Positive attributes of trails
 - Increase property values
 - Trail benefit studies
 - Access to wildfire
- Assurance of eminent domain = “Willing sellers only”
- Hill climbs/stairs to access Highway 43 and Bus

In addition, the following written comments were provided based on the meeting agenda:

- *Where should trails be expanded?*
 - Near transit supportive areas and facilities (i.e. park and ride at Cedar Oak)
 - Between commercial uses
 - To schools and between schools and residences
 - To parks; between parks and residences

IV. Next Steps

Throughout the meeting, members of the TWG provided a number of comments requiring follow-up. These are summarized below:

- Update website/Trails FAQ
 - TWG Bulletin board
 - Maintenance
 - Additional trail studies
 - Safety
 - Rails to trails articles
- Outreach and education
- Create P.I.M.B.Ys (“Please In My Back Yard”)
 - Condemnation – NOT using it!
 - FAQ
- Get info circulating to Neighborhood Association
 - February workshops
 - Mark-up using online mapping tools
- Corridor strategy
 - Line on the map
 - Known constraints



City of
**West
Linn**

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Technical Work Group Meeting #2

APRIL 7, 2010 ♦ 6 P.M. – 8 P.M. ♦ BOLTON ROOM , CITY HALL

A G E N D A

- 6:00 p.m.* I. **Review of Agenda**
- 6:05 p.m.* II. **Trail Relative Cost Factors**
- Draft matrix
 - Segment evaluation
 - Phasing evaluation
- 6:25 p.m.* III. **Trails Analysis Factors**
- Public workshop results
 - School routes
 - On-street routes
 - Off-street routes
 - Destinations
 - Topography
 - Relative costs
- 6:50 p.m.* IV. **Trail Priorities**
- Map exercise
 - Weighting factors
- 7:50 p.m.* ***Next Steps & Close***



On April 7, 2010, the second Technical Working Group (TWG) meeting for the West Linn Comprehensive Trails System Master Plan was held at the West Linn City Hall. The project consultants MIG welcomed attendees and reviewed the agenda.

The following provides a list of TWG members that attended, as well as a summary of comments made during the meeting.

TWG Members in Attendance:

Alison Benski, citizen	Zack Pelz, City of West Linn
Gail Curtis, ODOT	David Rittenhouse, TAB
Ray Kindley, Utility Advisory Board	Roger Shepard, Parks Board/West Linn Trails Group
Chuck Frayer, USFS	Ken Warner, City of West Linn
Duane Funk, Adult Community Center Walking Group	Michelle Wittenbank, Sustainability Advisory Board
Bob Martin, West Linn Planning Commission	Ken Worcester, City of West Linn
Carolyn Miller, Cedaroak Primary Principal	

I. Trail Relative Cost Factors

See *Evaluating Relative Cost* Handout. The team discussed the factors listed in the handout and made comments. The handout has been updated to reflect the comments.

II. Trails Analysis Factors

See *Origins & Destinations* and *Draft Evaluation Criteria* Handouts. The team discussed the factors listed in the handouts and made comments. The handouts have been updated to reflect the discussion.

III. Trail Priorities

The team discussed the results of the public workshop and comment process. A large scale map of the public involvement results was used to discuss the factors for selecting primary and secondary trail alignments.

Next Steps

Due to running out of time for the meeting, TWG was asked to review the public involvement results map independently and to provide comments electronically using the pdf commenting tool.

- **Other Action Items:** Review Goal 5 open space layer around the high school. Review alignments for off-street lines drawn on this same property. Remove trail alignment on the west side of the Cedar Island.



City of
**West
Linn**

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Technical Work Group Meeting #3

MARCH 10, 2011 ♦ 6:30 P.M. – 8:30 P.M. ♦ BOLTON ROOM , CITY HALL

A G E N D A

- 6:30 p.m.* I. **Welcome and Agenda Review**
- 6:35 p.m.* II. **Draft Trails Plan Overview**
- Plan process review
 - Public involvement summary
 - Plan organization
 - Trail analysis
 - Conceptual trail system
 - Design guidelines and recommendations
- 7:00 p.m.* III. **Draft Plan Discussion**
- First impressions and general comments
 - Conceptual trail system
 - Recommendations
 - Review summary
- 8:20 p.m.* IV. **Next Steps & Close**



On March 10, 2011, the third Technical Working Group (TWG) meeting for the West Linn Comprehensive Trails System Master Plan was held at the West Linn City Hall. The project consultants MIG welcomed attendees and reviewed the agenda.

The following provides a list of TWG members that attended, as well as a summary of comments made during the meeting.

TWG Members in Attendance:

Gail Curtis, ODOT

Ray Kindley, Utility Advisory Board

Duane Funk, Adult Community Center Walking Group

David Rittenhouse, TAB

Kevin Bryck, Resident Robinwood Neighborhood

Roger Shepard, Parks Board/West Linn Trails Group

Michelle Wittenbank, Sustainability Advisory Board

Bob Martin, West Linn Planning Commission

Ken Worcester, City of West Linn

Zach Pelz, City of West Linn

I. Draft Plan Overview

MIG presented an overview of the draft plan by chapter. During the presentation some comments were made for later discussion in the meeting.

II. Draft Plan Discussion

After the presentation each TWG member was provided the opportunity to make comments. The following is a list of topics and issues.

- Need to provide definitions for the prioritization criteria supplied in chapter five: environment, connections, cost, concurrency, and land use and designations.
- Some discussion revolved around the difference of design guidelines vs. standards.
- The City will take into consideration adding language that clarifies that the proposed trail system is based on cost or land acquisition assumptions.
- A suggestion was made to incorporate into the plan a long term easement acquisition strategy.
- There was a discussion regarding the difference between a plan document and vision document, and whether or not preliminary cost estimates are required for this planning process.

- Comments made regarding additional elements to Figure 9: Primary Rout In Right-of-Way Trail - Shared Pathway the need for a 2' shy distance will be added to the bike the and pedestrian trail.
- Right-of-Way encroachments are addressed in Appendix B. Text referencing this section of the document will be added to the additional considerations section of chapter five.
- Street crossings and intersections are an issue. Language regarding this issue will be added to chapter five noting that this will be further explored during the TSP planning process.
- Language regarding trail user speed will be added to the in right-of-way primary route shared pathway section of chapter five.
- A statement will be added to chapter five regarding the how the Parks Department will address the identity and wayfinding of trail segments as they are developed.
- The 2007 PROS Plan naming of trails, where applicable, will be highlighted in Appendix A.

Next Steps

MIG will hand over the final phases of the planning process to the city, and will provide electronic documents and data for update as the plan goes through the adoption process.